



# भारत का राजपत्र The Gazette of India

प्राधिकार से प्रकाशित  
PUBLISHED BY AUTHORITY

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No. 52] NEW DELHI, SATURDAY, DECEMBER 24, 1966/PAUSA 3, 1888

इस भाग में भिन्न पृष्ठ संख्या दी जाती है जिससे कि यह अलग संकलन के रूप में रखा जा सके।

Separate paging is given to this Part in order that it may be filed as a separate compilation.

## नोटिस NOTICE

नीचे लिखे भारत के असाधारण राजपत्र 12 दिसम्बर, 1966 तक प्रकाशित किये गये।

The undermentioned Gazettes of India Extraordinary were published up to the 12th December, 1966 :—

Issue No.	No. and Date	Issued by	Subject
242	G.S.R. 1885, dated 7th Dec. 1966.	Ministry of Finance	Exemption by the Central Govt. of Furnace oil.
	G.S.R. 1886, dated 7th Dec. 1966.	Do.	Exemption by the Central Govt. of ESSO C B F Stock No. 72 and Burmah-Shell Carbon Black Feed Stock S.L.
243	G.S.R. 1887, dated 9th Dec. 1966.	Ministry of Home Affairs.	Extention of the United Provinces Requisition of Motor Vehicles (Emergency Powers) Act, 1947 to the Union Territory of Chandigarh.
244	G.S.R. 1888, dated 12th Dec. 1966.	Lok Sabha Secretariat	Amendment of the Medical Facilities (Members of Parliament) Rules, 1959.
	G.S.R. 1889, dated 12th December. 1966.	Do.	Amendment of Members of Parliament (Allowances for Journeys Abroad). Rules, 1960.

Issue No.	No. and Date	Issued by	Subject
245	G.S.R. 1890, dated 12th Dec. 1966.	Rajya Sabha Secretariat.	Amendment of Medical Facilities (Members of Parliament) Rules, 1959.
	G.S.R. 1891, dated 12th Dec. 1966.	Do.	Amendment of Members of Parliament (Allowances for Journeys Abroad) Rules, 1960.
246	G.S.R. 1892, dated 12th Dec. 1966.	Ministry of Home Affairs.	Making of rules by the Central Govt. under sub-section (I) of section 6 of the Police Forces (Restriction of Rights) Act, 1966.
247	G.S.R. 1893, dated 12th Dec. 1966.	Ministry of Home Affairs.	Appointment of 12th Dec. 1966 as the date on which the Goa, Daman and Diu (Opinion Poll) Act, 1966 shall come into force.
248	G.S.R. 1894 dated 9th Dec. 1966.	Ministry of Finance	Exemption by the Central Govt. of the woollen yarn falling under Item No. 18-B of the First Schedule to the Central Excises and Salt Act, 1944.

ऊपर लिखे असाधारण राजपत्रों की प्रतियां प्रकाशन प्रबन्धक, सिविल लाइन्स, दिल्ली के नाम मांगपत्र भेजने पर भेज दी जाएंगी। मांगपत्र प्रबन्धक के पास इन राजपत्रों के जारी होने की तारीख से 10 दिन के भीतर पहुँच जाने चाहिए।

Copies of the Gazettes Extraordinary mentioned above will be supplied on Indent to the Manager of Publications, Civil Lines, Delhi. Indents should be submitted so as to reach the Manager within ten days of the date of issue of these Gazettes.

## भाग II—खण्ड 3—उपखण्ड (i)

### PART II—Section 3—Sub-section (i)

(रक्षा मंत्रालय को छोड़कर) भारत सरकार के मंत्रालयों और (संघ राज्य-क्षेत्रों के प्रशासनों को छोड़कर) केन्द्रीय प्राधिकारियों द्वारा जारी किए गए विधि के अन्तर्गत बनाए गए और जारी किए गये साधारण नियम (जिनमें साधारण प्रकार के आदेश, उप-नियम आदि सम्मिलित हैं)।

General Statutory Rules (including orders, bye-laws etc. of a general character) issued by the Ministries of the Government of India (other than the Ministry of Defence) and by Central Authorities (other than the Administrations of Union Territories).

## PLANNING COMMISSION

New Delhi, the 30th November 1966

G.S.R. 1931.—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby makes the following rules regulating the method of recruitment to the post of Chief of Division (Transport in the Planning Commission, namely:—

1. **Short title and commencement.**—(i) These rules may be called the Planning Commission, Chief of Division (Transport) Recruitment Rules, 1966.

(ii) They shall come into force on the date of their publication in the official Gazette.

2. **Application.**—These rules shall apply to the post of Chief of Division (Transport) as specified in column 1 of the Schedule annexed to these rules.

3. **Number of post, classification thereof and scale of pay.**—The number of post, its classification and the scale of pay attached thereto shall be as specified in columns 2, 3 and 4 of the said schedule.

4. **Method of recruitment, qualifications, etc.**—The method of recruitment to the post, the qualifications and other matters relating to it, shall be as specified in columns 5 to 13 of the said schedule.

5. **Disqualification.**—(1) No person who has more than one wife living or who, having a spouse living, marries in any case in which such marriage is void by reason of its taking place during the life-time of such spouse, shall be eligible for appointment to the said post, and

(2) No woman whose marriage is void by reason of the husband having a wife living at the time of such marriage, or who has married a person, who has a wife living at the time of such marriage, shall be eligible for appointment to the said post.

Provided that the Central Government may, if satisfied that there are special grounds for so ordering, exempt any person from the operation of this rule.

## THE SCHE

Name of the post.	No. of posts	Classification	Scale of Pay	Whether Selection or non-Selection post.	Age limit for direct recruits	Educational and other qualifications required for direct recruits.
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1	2	3	4	5	6	7
Chief of Division (Transport)	One	General Central Service Class I Gazetted	Rs. 1600—100—2000	Not applicable.	Not applicable	Not applicable.

## DULE

Whether age and educational qualifications prescribed for the direct recruits will apply in the case of Promotees.	Period of probation if any	Method of rectt. whether by direct rectt. or by promotion or by deputation transfer and percentage of the vacancies to be filled by various methods.	In case of rectt. by promotion, deputation/transfer, grades from which promotion/deputation/transfer to be made.	If a DPC exists what is its composition.	Circumstances in which UPSC is to be consulted in making rectt
8	9	10	11	12	13
Not applicable.	Not applicable.	By transfer or deputation.	<b>Transfer on deputation.]</b> Of an officer from the I.A.S. or Central Services, Class I or State Services Class I having the necessary academic background of economics and with experience of dealing with problems relating to planning & development of transportation including research and studies in transport economics. (Period of deputation ordinarily not exceeding 4 years).	Not applicable	As required under the rules.

[No. F. 23(6)/66-Adm. I.]

H.K.D. TANDON, Dy. Secy.

## MINISTRY OF WORKS, HOUSING AND URBAN DEVELOPMENT

(Directorate of Estates)

New Delhi, the 19th December 1966

G.S.R. 1932.—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby makes the following Rules, namely:—

1. **Short title.**—These Rules may be called Directorate of Estates (Deputy Director of Estates, Litigation) Recruitment Rules, 1966.

2. **Application of the Rules.**—These rules shall apply to the post specified in column 1 of the Schedule annexed hereto.

3. **Classification, age limit and method of recruitment.**—The classification of the age limit, the qualifications, the method of recruitment for the post and other matters relating thereto shall be as specified in columns 2 to 12 of the said Schedule.

Provided that the age limit specified in column 5 of the aforesaid Schedule may be relaxed in the case of candidates belonging to the Schedule Castes, the Schedule Tribes and other special categories of persons in accordance with general orders issued by the Government of India from time to time.

4. **Disqualifications.**—(a) No person who has more than one wife living or who, having a spouse living, marries in any case in which such marriage is void by reason of its taking place during the life-time of such spouse, shall be eligible for appointment to the post; and

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(b) no woman whose marriage is void by reason of the husband having a wife living at the time of such marriage or who has married a person who has a wife living at the time of such marriage, shall be eligible for appointment to the post:

Provided that the Central Government may, if satisfied, that there are special grounds for so ordering, exempt any person from the operation of this rule.

SCHEDULE

Name of post and number of posts	Classification	Scale of pay	Whether Selection Post or Non-selection post	Age limit for direct recruits	Educational and other qualifications required for direct recruits	Whether age and educational qualifications prescribed for the direct recruits will apply in the case of promotees	Period of probation, if any	Method of recruitment whether by direct recruitment or by promotion or by deputation/transfer and percentage of the vacancies to be filled by various methods	In case of recruitment by promotion deputation/transfer grades from which promotion/deputation/transfer to be made	If a DPC exists, what is its composition	Circumstances in which U.P.S.C. is to be consulted in making recruitment
1	2	3	4	5	6	7	8	9	10	11	12
Deputy Director of Estates (Litigation) — ONE	G.C.S., Class I Gazetted	Rs. 900—50— 1250	Selection	45 years and below (Relaxable for Govt. servants)	Essential : (1) Degree in Law of a recognised University or Barrister-at-Law.  (2) About seven year's practice as an Advocate or about five year's practice as Attorney/Solicitor with experience of original court	Age—No. Qualifications Yes.	Two years.	By promotion, failing which, by direct recruitment	Promotion : (1) Asstt. Director of Estates (Litigation) with at least 3 years service in the grade. (2) Asstt. Director of Estates (Enquiries) with at least 7 years service in the grade.	Class I D.P.C.	As required under the rules.

I 2 3 4 5 6 7 8 9 10 11 12

cases of commercial litigation and arbitration.

OR

About seven years' experience as a member of State Judicial Service or about three year's experience in a superior post in the Legal Department of a State.

OR

About seven years' experience in legal affairs under the Central Government.  
Qualifications relaxable at Commission's discretion in case of candidates otherwise well qualified.

*Desirable :*

Experience of  
handling cases  
under the Public  
Premises  
(Eviction of  
Unauthorised  
Occupants)  
Act, 1958 and  
the Requisitioning and Acquisition of Im-  
movable Property Act, 1952.

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[No. 4/27/63 Adm-B.]

K. C. JOSHI,

Director of Estates & *Ex-officio* Dy. Secy.

**MINISTRY OF INDUSTRY****(Central Boilers Board)***New Delhi, the 12th December 1966*

**G.S.R. 1933.**—In exercise of the powers conferred by section 28 of the Indian Boilers Act, 1923 (5 of 1923), the Central Boilers Board hereby makes the following Regulations further to amend the Indian Boiler Regulations, 1950, the same having been previously published as required by sub-section (1) of section 31 of the said Act, namely :—

1. The Regulations may be called the Indian Boiler (Twentieth Amendment) Regulations, 1966.
2. In the Indian Boiler Regulations, 1950, the list of well known Steel-makers specified in Appendix 'G' the following shall be added at the end, namely :—

"Stahl-und Rehrenwerk REISHOLZ GmbH, Dusseldorf, Henkelstrasse, 209, Germany."

[No. BL-8(11)/64-EEL]

**G.S.R. 1934.**—In exercise of the powers conferred by section 28 of the Indian Boilers Act, 1923 (5 of 1923), the Central Boilers Board hereby makes the following Regulations further to amend the Indian Boiler Regulations, 1950, the same having been previously published as required by sub-section (1) of section 31 of the said Act, namely :—

1. The Regulations may be called the Indian Boiler (Sixteenth Amendment) Regulations, 1966.
2. In the Indian Boiler Regulations, 1950. In the list of Well-known Steel Makers specified in APPENDIX 'G' the following shall be added at the end, namely :—

"Klockner-Werke A.G., Georgsmarienwerke, Osnabruck, Bessemer Str. I, Germany."

[No. BL-8(24)/64-EEL]

**G.S.R. 1935.**—In exercise of the powers conferred by section 28 of the Indian Boilers Act, 1923 (5 of 1923), the Central Boilers Board hereby makes the following Regulations further to amend the Indian Boiler Regulations, 1950, the same having been previously published as required by sub-section (1) of section 31 of the said Act, namely :—

1. The Regulations may be called the Indian Boiler (Fourteenth Amendment) Regulations, 1966.
2. In the Indian Boiler Regulations, 1950, in the list of Well-known Steel Makers specified in Appendix 'G' the following item shall be inserted at the end, namely :—

"Fried Krupp Huttenwerke AG, Gusstahlwerk Bochumer Verein, Bochum, West Germany".

[No. BL-8(22)/64-EEL]

**G.S.R. 1936.**—In exercise of the powers conferred by section 28 of the Indian Boilers Act, 1923 (5 of 1923), the Central Boilers Board hereby makes the following Regulations further to amend the Indian Boiler Regulations, 1950 the same having been previously published as required by sub-section (1) of section 31 of the said Act, namely :—

1. The Regulations may be called the Indian Boiler (Fifteenth Amendment) Regulations, 1966.
2. In the Indian Boiler Regulations, 1950, in the list of well known Steel Maker specified in Appendix 'G' the following shall be inserted at the end, namely :—

"Huttenwerk Oberhausen AG, (HOAG) Oberhausen/Rheinland Germany."

[No. BL-8(29)/64-EEL]

P. J. MENON, Secy.

## MINISTRY OF COMMERCE

*New Delhi, the 12th December 1966*

**G.S.R. 1937.**—In exercise of the powers conferred by proviso to article 309 of the Constitution, the President hereby makes the following rules to amend the Ministry of Commerce and Industry (Investigators) Recruitment Rules, 1961, namely:—

1. These rules may be called the Ministry of Commerce and Industry (Investigators) Recruitment (Amendment) Rules, 1966.

2. In the Schedule to the Ministry of Commerce and Industry (Investigators) Recruitment Rules, 1961, for the second entry in column 10, the following entry shall be substituted, namely:—

"25% by deputation or transfer of Upper Division Clerks or Lower Division Clerks belonging to Central Secretariat Clerical Service in the Ministry."

[No. 2/3/66-E.II.]

T. S. PARAMESWARAN, Under Secy.

## MINISTRY OF LAW

(Department of Company Affairs)

(Company Law Board)

*New Delhi, the 12th December 1966*

**G.S.R. 1938.**—In exercise of the powers conferred by the proviso to sub-section (1) of Section 594 of the Companies Act, 1956 (1 of 1956) read with the Government of India, Ministry of Finance, Department of Company Affairs and Insurance Notification G.S.R. 72, dated the 1st January, 1966 and in partial modification of the Notification of the Government of India, Ministry of Finance (Department of Company Law Administration) S.R.O. 3216, dated the 4th October, 1957 (hereinafter referred to as "the Notification"), the Company Law Board hereby directs that in the case of Amin Agencies Limited (hereinafter referred to as "the Company") being a foreign company, the requirements of clause (a) of sub-section (1) of the said Section 594 as modified in their application to a foreign company by the notification shall apply subject to the following further exceptions and modifications, namely.

It shall be deemed to be sufficient compliance with the provisions of clause (a) of sub-section (1) of the said Section 594, if the company submits to the appropriate Registrar of Companies in India its World Balance Sheet for the year ended 31st March, 1966, in triplicate, as and when it is available.

[No. F. 14(7)-CL. VI/66.]

**G.S.R. 1939.**—In exercise of the powers conferred by the proviso to sub-section (1) of Section 594 of the Companies Act, 1956 (1 of 1956) read with the Government of India, Ministry of Finance, Department of Company Affairs and Insurance Notification G.S.R. 72, dated the 1st January, 1966 and in partial modification of the Notification of the Government of India, Ministry of Finance (Department of Company Law Administration) S.R.O. 3216, dated the 4th October, 1957 (hereinafter referred to as "the Notification"), the Company Law Board hereby directs that in the case of M/s. W. T. Henley's Telegraph Works Company India Limited (hereinafter referred to as "the Company") being a foreign company, the requirements of clause (a) of sub-section (1) of the said Section 594 as modified in their application to a foreign company by the notification shall apply subject to the following further exceptions and modifications, namely:—

It shall be deemed to be sufficient compliance with the provisions of clause (a) of sub-section (1) of the said Section 594, if the Balance sheet and Profit and Loss account prepared in terms of clause (1) of the Notification in respect of the Company's financial years 1966 and 1967, are audited by the auditors of the Company in the country of its incorporation.

[No. F. 14(13)-CL. VI/66.]

**G.S.R. 1940.**—In exercise of the powers conferred by the proviso to sub-section (1) of Section 594 of the Companies Act, 1956 (1 of 1956) read with the Government of India, Ministry of Finance, Department of Company Affairs and Insurance, Notification G.S.R. 72, dated the 1st January, 1966 and in partial modification of the Notification of the Government of India, Ministry of Finance (Department of Company Law Administration) S.R.O. 3216, dated the 4th October, 1957 (hereinafter referred to as "the Notification"), the Company Law Board hereby directs that in the case of M/s. Tack Tuition (Marketing) Limited (hereinafter referred to as "the Company") being a foreign company, the requirements of clause (a) of sub-section (1) of the said Section 594 as modified in their application to a foreign company by the notification shall apply subject to the following further exceptions and modifications, namely:—

It shall be deemed to be sufficient compliance with the provisions of clause (a) of sub-section (1) of the said Section 594, if in respect of the period from 1st January, 1966 to 3rd May, 1966, the company does not submit to the appropriate Registrar of Companies in India its Indian Business Accounts.

[No. 14(16)-CL.VI/66.]

**G.S.R. 1941.**—In exercise of the powers conferred by the proviso to sub-section (1) of Section 594 of the Companies Act, 1956 (1 of 1956) read with the Government of India, Ministry of Finance, Department of Company Affairs and Insurance Notification G.S.R. 72, dated the 1st January, 1966 and in partial modification of the Notification of the Government of India, Ministry of Finance (Department of Company Law Administration) S.R.O. 3216, dated the 4th October, 1957 (hereinafter referred to as "the Notification"), the Company Law Board hereby directs that in the case of M/s. Amoco India, Incorporated, New Delhi (hereinafter referred to as "the Company") being a foreign company, the requirements of clause (a) of sub-section (1) of the said Section 594 as modified in their application to a foreign company by the notification shall apply subject to the following further exceptions and modifications, namely:—

It shall be deemed to be sufficient compliance with the provisions of clause (a) of sub-section (1) of the said Section 594, if in respect of the period from 18th April, 1965 to 31st December, 1966, the company submits to the appropriate Registrar of Companies in India in triplicate the following documents for the period from 18th April, 1965 to 31st December, 1966.

- (i) A copy of the authenticated balance sheet and profit and loss account (including documents relating to every subsidiary of the company) as submitted by it to the prescribed authority in the country of its incorporation under the provisions of law in that country.
- (ii) a statement of receipt and disbursements made by the Indian Branch, certified by two directors of the company and a person authorised to accept service of process in India under clause (d) of sub-section (1) of Section 592 of the Act.
- (iii) a statement of the company's assets and Liabilities in India certified in the manner indicated in item (ii) above.

[No. F. 14(17)-CL.VI/66.]

**G.S.R. 1942.**—In exercise of the powers conferred by the proviso to sub-section (1) of Section 594 of the Companies Act, 1956 (1 of 1956) read with the Government of India, Ministry of Finance, Department of Company Affairs and Insurance Notification G.S.R. 72, dated the 1st January, 1966 and in partial modification of the Notification of the Government of India, Ministry of Finance (Department of Company Law Administration) S.R.O. 3216, dated the 4th October, 1957 (hereinafter referred to as "the Notification"), the Company Law Board hereby directs that in the case of M/s. India General Navigation and Railway Company Ltd., (hereinafter referred to as "the Company") being a foreign company the requirements of clause (a) of sub-section (1) of the said Section 594 as modified in their application to a foreign company by the notification shall apply subject to the following further exceptions and modifications, namely:—

It shall be deemed to be sufficient compliance with the provisions of clause (a) of sub-section (1) of the said Section 594, if in respect of the financial years

ended 31st December 1965 and 31st December 1966, the company submits to the appropriate Registrar of Companies in India in triplicate:—

- (i) a copy of the authenticated balance sheet and profit and loss account (including the documents relating to every subsidiary of the company) as submitted by it to the prescribed authority in the country of incorporation under the provisions of the law in that country; and
- (ii) a certificate to the effect that the company did not carry on any trading activities in India during the period and that it has no assets or liabilities in India at the end of that period, duly signed by two directors of the company and the person authorised to receive service of process in India under clause (d) of sub-section (1) of section 592 of the Act.

[No. F. 14(19)-CL.VI/66.]

**G.S.R. 1943.**—In exercise of the powers conferred by the proviso to sub-section (1) of Section 594 of the Companies Act, 1956 (1 of 1956) read with the Government of India, Ministry of Finance, Department of Company Affairs and Insurance Notification G.S.R. 72, dated the 1st January, 1966 and in partial modification of the Notification of the Government of India, Ministry of Finance (Department of Company Law Administration) S.R.O. 3216, dated the 4th October, 1957 (hereinafter referred to as "the Notification"), the Company Law Board hereby directs that in the case of M/s. The Nissho Company Limited; (hereinafter referred to as "the Company") being a foreign company, the requirements of clause (a) of sub-section (1) of the said Section 594 as modified in their application to a foreign company by the notification shall apply subject to the following further exceptions and modifications, namely:—

It shall be deemed to be sufficient compliance with the provisions of clause (a) of sub-section (1) of the said Section 594, if in respect of the financial year ended the 30th September, 1966, the company submits to the appropriate Registrar of Companies in India in triplicate:—

- (i) a copy of the authenticated balance sheet and profit and Loss account (including the documents relating to every subsidiary of the company) as submitted by it to the prescribed authority in the country of incorporation under the provisions of the law in that country,
- (ii) a certificate signed by two directors of the company and by the person authorised to accept service of process in India under clause (d) of sub-section (1) of Section 592 of the Act to the effect that during the said year the company held no property or assets in India for its own benefit and did not have any liabilities in India on its own account and that it did not carry on any business in India; and
- (iii) a statement of its actual receipts and payments in India only certified by the persons mentioned in (ii) above.

[No. F. 14(20)-CL. VI/66.]

By Order of the Company Law Board  
C. R. MEHTA, Under Secy.

(Department of Company Affairs)

New Delhi, the 16th December 1966

**G.S.R. 1944.**—In exercise of the powers conferred by sub-section (1) of section 642, read with sub-section (5) of section 10E of the Companies Act, 1956 (1 of 1956), the Central Government hereby makes the following rules further to amend the Company Law Board (Procedure) Rules, 1964, namely:—

1. These rules may be called the Company Law Board (Procedure) (Amendment) Rules, 1966.

2. In the Company Law Board (Procedure) Rules, 1964, after rule 3, the following rules shall be inserted, namely:—

"3A. *Meetings of the Board.*—(1) The Board may meet at such time and place, for the transaction of its business, as it may think fit:—

Provided that in the absence of a decision of the Board to the contrary, the Chairman or, in his absence, a member may convene a meeting

of the Board at such time and place as he may think fit, or may adjourn any meeting of the Board.

(2) The Board may regulate the procedure at its meetings.

3B. *Quorum for meetings of the Board.*—Two members personally present at a meeting of the Board shall be quorum for that meeting of the Board.

3C. *Consideration of questions by circulation.*—The Board may by general or special order, direct that any matter which is required to be considered by it may be disposed of by circulation, instead of at a meeting of the Board.

3D. *Decisions of the Board.*—In the case of a difference of opinion among the members, the opinion of the majority shall prevail, and orders of the Board shall be expressed in terms of the views of the majority.

3E. *Proceedings of the meetings of the Board.*—The proceedings of each meeting of the Board shall be recorded in such manner as may be specified by the Board and the same shall be signed and dated by the Chairman or, in his absence, by the member presiding over the meeting, as soon as may be after the conclusion of the meeting and the proceedings so signed shall be conclusive evidence of the proceedings recorded therein.

3F. *Oral representations to the Board.*—Where any matter is under the consideration of the Board, it may, if it thinks fit, give to any party interested in that matter an opportunity of being heard.”.

[No. F. 5/11/65-CL-V.]

F. N. SANYAL, Under Secy.

## MINISTRY OF LABOUR, EMPLOYMENT & REHABILITATION

(Department of Labour & Employment)

### CORRIGENDUM

New Delhi, the 16th December 1966

G.S.R. 1945.—In exercise of the powers conferred by sub-section (I) of section 4 of the Employees' Provident Funds Act, 1952 (19 of 1952), the Central Government hereby makes the following amendment in the notification of the Government of India in the Ministry of Labour, Employment and Rehabilitation (Department of Labour and Employment) No. G.S.R. 1362 dated the 30th August, 1966, namely:—

In the said notification, for the words “ten acres”, the figures and word “4.05 hectares” shall be substituted.

[No. 4/8/61-PF.II.]

DALJIT SINGH, Under Secy.

## MINISTRY OF FOOD, AGRICULTURE, COMMUNITY DEVELOPMENT AND CO-OPERATION

(Department of Agriculture)

New Delhi, the 13th December 1966

G.S.R. 1946.—In exercise of the powers conferred by the proviso to article 303 of the constitution the President hereby makes the following rules to amend the Central Fisheries Inland and Marine Research Stations (Recruitment to Class III and IV Posts) Rules, 1959, namely:—

1. These Rules may called the Central Fisheries Inland and Marine Research Stations (Recruitment to Class III and Class IV Posts) Second Amendment Rules 1966.

2. In the Schedule to the Central Fisheries Inland and Marine Research Stations (Recruitment to Class III and Class IV Posts) Rules, 1959:—

(i) for the entry in column 5 against item No. 25 "Superintendents", entry "selection" shall be substituted;

(ii) Under the sub-heading "Class IV", for the entries in column 7 against item 5 "Deck Sukhany", the following entries shall be substituted namely:—

(1) *Essential*.—One Year's actual experience as Sukhany.

(2) *Desirable*.—Certificate of Training as crew from a Department of any State or Centre e.g.

*Inland Water Training*.—Training Department of the Government of West Bengal.

[No. F.2-47/66-FY(I)]

N. S. P. YADAVA, Under Secy.

**(Department of Community Development & Cooperation)**

*New Delhi, the 14th December 1966*

**G.S.R. 1947.**—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby makes the following rules to amend the Department of Community Development (Class III Ministerial and Non-Ministerial Posts) Recruitment Rules 1960.

1. These rules may be called the Department of Community Development (Class III Ministerial and Non-Ministerial Posts) Recruitment (Amendment) Rules, 1966

2. In the Schedule to the Department of Community Development (Class III Ministerial and Non-Ministerial Posts) Recruitment Rules, 1960, against S. No. 9, for the entries in columns 11 to 13 the following entries shall be substituted, namely:—

Method of recruitment whether by direct recruitment or by promotion or transfer and percentage of the vacancies to be filled by various methods.										In case of recruitment by promotion transfer, grades from which promotion to be made.	Circumstances in which UPSC is to be consulted in making recruitment.	
I	2	3	4	5	6	7	8	9	10	11	12	13
										By transfer or deputation failing which by direct recruitment.	By transfer or deputation. Transfer of —(a) Lower Division Clerks/Upper Division Clerks of the Central Secretariat Clerical Service with experience of accounts work and (b) Upper Division Clerks from Audit and Accounts offices.	Not applicable.

[No. F.17/4/66-Admn.]

RAM DEV, Under Secy.

## MINISTRY OF HEALTH & FAMILY PLANNING

(Department of Health)

New Delhi, the 15th December 1966

**G.S.R. 1948.**—The following draft rules further to amend the Prevention of Food Adulteration Rules, 1955, which the Central Government after consultation with the Central Committee for Food Standards, proposes to make, in exercise of the powers conferred by sub-section (2) of section 4, and sub-section (1) of section 23, of the Prevention of Food Adulteration Act, 1954 (37 of 1954) are hereby published, as required by sub-section (1) of section 23 of the said Act, for the information of all persons likely to be affected thereby; and notice is hereby given that the said draft rules will be taken into consideration on or after 25th January 1967.

Any objections or suggestions which may be received from any person with respect to the said draft rules before the date so specified shall be considered by the Central Government.

### Draft Rules

1. These rules may be called the Prevention of Food Adulteration (Third Amendment) Rules, 1966.

2. In rule 42 of the Prevention of Food Adulteration Rules, 1955 (hereinafter referred to as the said rules), after Clause (C), the following clause shall be inserted, namely:—

“(D) Hingra.—Every container containing Hingra shall bear a label upon which is printed a declaration in the following form namely:—

“This container contains Hingra (imported) from Iran/Afghanistan and is certified to be conforming to the standards laid down in the Prevention of Food Adulteration Rules, 1955.”

3. In rule 49 of the said rules, after sub-rule (6), the following sub-rule shall be inserted namely:—

“(7) No persons shall sell Hingra without a label on its container upon which is printed a declaration in the form specified in these rules.”

4. In Appendix B of the said rules, in item A.04, for the first paragraph the following shall be substituted, namely:—

“Asafoetida or Hing means the oleo-gum-resin obtained from the rhizome and roots of *Ferula Alliances*, *Ferula*, *rubricaulis* and other species of *Ferula*. It shall not contain any colophony resin, galbanum resin, ammonia-cum-resin, or any other foreign resin.

It shall also conform to the following standards:—

- (1) Total ash content shall not exceed 15 per cent by weight.
- (2) Ash insoluble in dilute hydrochloric acid shall not exceed 2.5 per cent.
- (3) The alcoholic extract (with 90 per cent alcohol) shall not be less than 12 per cent as estimated by the U.S.P. 1936 method.
- (4) Starch shall not exceed 1 per cent by weight.

In the case of Hingra the standard prescribed for asafoetida shall apply except that—

- (1) the total ash content shall not exceed 20 per cent by weight.
- (2) the ash insoluble in dilute hydrochloric acid shall not exceed 8 per cent by weight.
- (3) the alcoholic extract (with 90 per cent alcohol) shall not be less than 50 per cent as estimated by U.S.P. 1936 method.”

[No. F. 14-52/65-PH.]

RAMESH BAHADUR, Under Secy.

## गृह मंत्रालय

नई दिल्ली, 5 दिसम्बर, 1966

सामान्य सेवा नियम 1949.—संविधान के अनुच्छेद 309 के परन्तुक द्वारा प्रदत्त अधिकारों के अधीन, राष्ट्रपति जी भारतीय सांख्यिकीय सेवा नियम, 1961 को और संशोधित करने के लिये एतद्वारा निम्नलिखित नियम बनाते हैं :—

1. (i) ये नियम भारतीय सांख्यिकीय सेवा (नवां संशोधन) नियम, 1966 कहलायें।  
(ii) ये नियम सरकारी राजपत्र में प्रकाशित होने की तारीख से लागू होंगे।

2. भारतीय सांख्यिकीय सेवा नियम, 1961 की अनुसूची I में :—

(अ) शीर्षक “ग्रेड I—निदेशक” के अधीन पद 5 के पश्चात् निम्नलिखित पद निवेश किये जायें, नामानुसार :—

“सुरक्षा मंत्रालय	प्रमुख	
सैनिक सांख्यिकीय संगठन	सांख्यिकीय अधिकारी;	1—1”

(ब) शीर्षक “ग्रेड III—उपनिदेशक” के अधीन पद 14 के अधीन निम्नलिखित पद निवेश किये जायें, नामानुसार :—

“15 सुरक्षा मंत्रालय	वरिष्ठ	
सैनिक सांख्यिकीय संगठन	सांख्यिकीय अधिकारी;	2—2”

(स) शीर्षक “ग्रेड IV—सहायक निदेशक” के अन्तर्गत :—

(i) पद 1 में उपपद (ii) के पश्चात् निम्नलिखित उपपद निवेश किये जायें, नामानुसार :—

“(ii) नगर तथा प्रदेश	अनुसंधान	2—2”
आयोजना संगठन	अधिकारी	,

(ii) पद 2 में, उपपद (ij) के पश्चात् निम्नलिखित उपपद निवेश किये जायें, नामानुसार :—

“(iii) वन अनुसंधान संस्था	अनुसंधान	2—2”
तथा महाविद्यालय,	अधिकारी	,
देहरादून।		

(iii) पद 8 में, केन्द्रीय प्रादेशिक तथा नगर आयोजना संगठन से सम्बन्धित उपपद (VI) निकाला जाये,

(iv) पद 10 में, उपपद (iii) के पश्चात् निम्नलिखित उपपद निवेश किये जायें, नामानुसार :—

“(iv) परिवहन विभाग	अनुसंधान	1—1”
(परिवहन कक्ष)	अधिकारी	,

(v) पद 12 में उपपद (ii) के समक्ष कालम 3, 4, 5 और 6 में निम्नलिखित प्रविष्टियां निवेश की जायें :

“सहायक सांख्यिकीय	3—1—4
प्रादेशिक अधिकारी	6—1—7”

(vi) पद 14 के पश्चात् निम्नलिखित पद निवेश किये जायें, नामानुसार:—

“15 सुरक्षा मंत्रालय

(i) सैनिक सांख्यिकीय संगठन	सांख्यिकीय अधिकारी	6 -2- 8
(ii) वायुसेना मुख्यालय	सांख्यिकीय अधिकारी	—2—2
(iii) उपकरण निदेशालय	यन्त्रीकरण अधिकारी	—1—1”

[सं० 11/2/66-सिबंदी (ई०).]

एन० रघुनाथन, अवसर सचिव,

### MINISTRY OF HOME AFFAIRS

New Delhi, the 13th December 1966

**G.S.R. 1950.**—In exercise of the powers conferred by the proviso to article 309 of the Constitution and of all other powers enabling him in that behalf, the President hereby makes the following rules further to amend the Indian Statistical Service Rules, 1961, namely:—

1. (1) These rules may be called the Indian Statistical Service (Eighth Amendment) Rules, 1966.

(2) They shall come into force on the date of their publication in the Official Gazette.

2. In the Indian Statistical Service Rules, 1961,—

(i) in rule 2, for clause (d), the following clause shall be substituted, namely:—

“(d) “departmental candidates” means persons who have been appointed in consultation with the Commission, or on the recommendation of a Departmental Promotion Committee and who hold posts or hold liens on posts—

- (i) specified in Schedule I, on the date of sanction of the Service, or
- (ii) encadred in the Service and included in Schedule I after the initial Constitution of the Service, on the date of such encadrement;”

(ii) in rule 3, in sub-rule (2), for the words “The Ministries of Railways and Defence which are”, the words “The Ministry of Railways which is” shall be substituted;

(iii) in rule 4, for the words and figures “rules 7 and 8”, the words, figures and letter “rules 7, 7A and 8” shall be substituted;

(iv) in rule 5, in sub-rule (2), after the words “fixed by the Controlling Authority”, the words “from time to time” shall be inserted;

(v) in rule 7,—

- (i) in sub-rule (3), the words and brackets “and will have the opportunity of applying (and getting selected if they are found suitable) for future vacancies” shall be omitted;

(ii) after sub-rule (3), the following sub-rule shall be inserted, namely:—

“(3A) Notwithstanding anything contained in rule 8, the departmental candidates referred to in sub-rule (3) may be considered by the Controlling Authority on the advice of the Board for appointment to the Service at a subsequent stage or stages in consultation with the Commission and the suitability of such candidates

for appointment to various grades of the Service shall be determined by a Selection Committee to be constituted by the Controlling Authority on the advice of the Board, consisting of a President who shall be the Chairman or a Member of the Commission, and three members. The seniority of any candidate appointed to the Service in pursuance of this sub-rule shall be fixed on an *ad hoc* basis by the Controlling Authority on the advice of the Board and in consultation with the Commission."

(vi) after rule 7, the following rule shall be inserted, namely:—

- "7A. Special provision regarding certain departmental candidates.—(1) Notwithstanding anything contained in rule 8, the Controlling Authority on the advice of the Board shall constitute a Selection Committee consisting of a President, who shall be the Chairman or a Member of the Commission, and three members, and the suitability of the departmental candidates who fall under sub-clause (ii) of clause (d) of rule 2 for appointment to the different grades in the Service shall be determined by such Committee. The seniority of any candidate appointed to the Service in pursuance of this sub-rule shall be fixed on an *ad-hoc* basis by the Controlling Authority, on the advice of the Board and in consultation with the Commission.
- (2) A departmental candidate referred to in sub-rule (1), who is not selected for appointment to any grade in the Service, will continue to hold his present post and may be reconsidered by the Controlling Authority on the advice of the Board for appointment to the Service at a subsequent stage or stages in consultation with the Commission. The suitability of these candidates for appointment to various grades of the Service shall be determined by a Selection Committee to be constituted by the Controlling Authority on the advice of the Board, consisting of a President who shall be the Chairman or a Member of the Commission, and three members.
- (3) The seniority of the departmental candidates appointed in pursuance of sub-rule (2) shall be fixed by the Controlling Authority, on the advice of the Board and in consultation with the Commission on an *ad hoc* basis.
- (4) Any departmental candidates referred to in sub-rule (1) who does not, on selection to any grade in the Service, desire to be absorbed in the Service, may continue to hold the post held by him immediately before the selection as if he had not been selected.

[No. F. 25/3/66-Estt(E).]

N. RAGHUNATHAN, Under Secy.

### गृह मन्त्रालय

नई दिल्ली, 13 दिसम्बर, 1966

जी० एस० आर० 1951—पत्रिघात के अनुच्छेद 309 के परन्तुक द्वारा प्रदत्त अधिकारों के अधीन राष्ट्रपति जी, भारतीय सांख्यिकीय सेवा नियम, 1961 को और संशोधित करने के लिये एतद् द्वारा निम्नलिखित नियम बनाते हैं :—

1. (i) ये नियम भारतीय सांख्यिकीय सेवा (आठवां संशोधन) नियम 1966 कहलायें।  
(ii) ये नियम भारतीय राजपत्र में प्रकाशित होने की तारीख से लागू होंगे।
2. भारतीय सांख्यिकीय सेवा नियम, 1961 में :—  
(I) नियम 2 में धारा (d) के स्थान पर निम्नलिखित धारा लागू की जाये :—

"(d) विभागीय अर्थस्थितियों से आशय उन व्यक्तियों से है जो आयोग की सलाह अथवा विभागीय पदोन्नति समिति की सिफारिश पर, नियुक्त किये जा चुके हैं और ;

- (i) जो उन पदों पर है या जिनका उन पदों पर धारणाधिकार है जो कि सेवा की स्वीकृति की तारीख को अनुसूची I में उल्लिखित थी ; अथवा
- (i) जो पंशर्ग की तारीख पर उन पदों पर है या जिनका उन पदों पर धारणाधिकार है जो कि प्रारम्भिक सेवा गठन के बाद सेवा में संवर्ग तथा अनुसूची I में समाविष्ट की जाये ।
- (II) नियम 3 के उपनियम (2) में "रेल तथा सुरक्षा मंत्रालय" शब्दों के स्थान पर "रेल मंत्रालय" शब्द लिखे जायें ;
- (iii) नियम 4 में, शब्दों व अंकों "नियम 7 और 8" के स्थान पर शब्द, अंक तथा अक्षर "नियम 7, 7ए और 8" लिखे जायें ;
- (iv) नियम 5 के उपनियम (2) में निम्नलिखित अधिकारी द्वारा निश्चित "शब्दों के बाद शब्द" "समय समय पर" लिखे जायें ;
- (v) नियम 7 में :—
- (i) उपनियम (3) में शब्दों व कोष्ठकों "प्रौद्योगिकी कोशिकाओं के लिये आवेदन करने (तथा उपयुक्त समझे जाने पर वर्तित होने का) अवसर मिलेगा," को निकाला जाए ;
- (ii) उपनियम (3) के पश्चात् निम्नलिखित नियम निवेश किये जायें ;
- "(3 अ) नियम 8 में उल्लिखित किसी बात के अन्वया होते ; ये भी उपनियम 3 में निर्दिष्ट विभागीय अभ्यर्थी नियन्त्रण अधिकारों द्वारा मंडल को सलाह तथा आयोग के परामर्श पर, सेवा में उत्तरवर्तीय अवस्था या अवस्थाओं में नियुक्ति के लिये विचार किये जा सकते हैं ; और ऐसे अभ्यर्थी की सेवा में विभिन्न श्रेणियों में नियुक्ति के लिये उपयुक्तता, मंडल की सलाह से नियन्त्रण अधिकारों द्वारा निर्मित की गई एक निर्वाचन समिति द्वारा निश्चित की जायेगी जिसका प्रधान आयोग का अध्यक्ष अथवा सदस्य होगा और जिसमें अन्य तीन सदस्य होंगे । इस उपनियम के अनुसरण में सेवा में नियुक्त किये गये किसी अभ्यर्थी को प्रवर्तता, नियन्त्रण अधिकारों द्वारा मंडल को सलाह तथा आयोग के परामर्श से तदर्थ आधार पर निश्चित की जायेगी ।
- (vi) नियम 7 के पश्चात् निम्नलिखित नियम निवेश किये जायें ; नामानुसार :—
- "7ए कुछ विभागीय अभ्यर्थियों के सम्बन्ध में विशेष उपबन्ध :—
1. नियम 8 में उल्लिखित किसी बात के अन्वया होते हुए भी, नियन्त्रण अधिकारी, मंडल की सलाह से एक निर्वाचन समिति का निर्माण करेगा, जिसका प्रधान, आयोग का अध्यक्ष अथवा सदस्य होगा और जिसमें अन्य तीन सदस्य होंगे । इस समिति द्वारा नियम (2) की धारा (d) के उपनियम (iii) के अंतर्गत विभागीय अभ्यर्थियों की सेवा के विभिन्न श्रेणियों में नियुक्ति के लिये उपयुक्तता निश्चित की जायेगी । इस उपनियम के अनुसरण में सेवा में नियुक्त किये गये किसी अभ्यर्थी की प्रवर्तता, नियन्त्रण अधिकारी द्वारा मंडल को सलाह तथा आयोग के परामर्श से तदर्थ—आधार पर निश्चित की जायेगी ।

2. उपनियम (1) में निर्दिष्ट अभ्यर्थी जो कि सेवा के किसी ग्रेड में नियुक्ति के लिये वरित नहीं किया जाता है, अपने वर्तमान पद पर आसीन रहेगा और नियन्त्रण अधिकारी द्वारा मंडल की सलाह व आयोग के परामर्श से उस पर उत्तरवर्तीय अवस्था या अवस्थाओं में सेवा में नियुक्ति के लिये पुनर्विचार किया जा सकता है और इन अभ्यर्थियों की सेवा के विभिन्न ग्रेडों में नियुक्ति के लिये उपयुक्तता, मण्डल की सलाह से नियन्त्रण अधिकारी द्वारा निर्मित की गई निर्वाचन समिति द्वारा निश्चित की जायगी, जिसका प्रधान आयोग का अध्यक्ष अथवा सदस्य होगा और अन्य तीन सदस्य होंगे।
3. उपनियम 2 के अनुकरण में सेवा में नियुक्त किये गये विभागीय अभ्यर्थियों की प्रवृत्ता, नियन्त्रण अधिकारी द्वारा मंडल की सलाह तथा आयोग के परामर्श से तदर्थ आधार पर निश्चित की जायगी।
4. उपनियम (1) में निर्दिष्ट कोई विभागीय अभ्यर्थी जो कि वरित होने पर सेवा के किसी ग्रेड में अवशोषित होने का इच्छुक नहीं है, अपने पद पर जिस पर वरित होने से पहले आसीन था, स्थिर रह सकता है, जैसे कि वह वरित ही न किया गया हो।

[मं० 25/3/66 ESTT. (E)]

एन० रघुनाथन, अवसर सचिव,

### MINISTRY OF HOME AFFAIRS

*New Delhi, the 13th December 1966*

**G.S.R. 1952.**—In exercise of the powers conferred by the proviso to article 309 of the Constitution and of all other powers enabling him in that behalf, the President hereby makes the following rules further to amend the Indian Economic Service Rules, 1961, namely:—

1. (1) These rules may be called the Indian Economic Service (Second Amendment) Rules, 1966.

(2) They shall come into force on the date of their publication in the Official Gazette.

2. In the Indian Economic Service Rules, 1961,—

(i) in rule 2, for clause (d), the following clause shall be substituted, namely:—

“(d) “departmental candidates” means persons who have been appointed in consultation with the Commission, or on the recommendation of a Departmental Promotion Committee and who hold posts or hold liens on posts.

(i) specified in Schedule I, on the date of sanction of the Service, or

(ii) encadred in the Service and included in Schedule I after the initial Constitution of the Service, on the date of such encadrement;”

(ii) in rule 3, in sub-rule (2), for the words “The Ministries of Railways and Defence which are”, the words “The Ministry of Railways which is” shall be substituted;

(iii) in rule 4, for the words and figures “rules 7 and 8”, the words, figures and letter “rules 7, 7A and 8” shall be substituted;

(iv) in rule 5, in sub-rule (2), after the words “fixed by the Controlling Authority”, the words “from time to time” shall be inserted;

(v) In rule 7,—

(i) in sub-rule (3), the words and brackets “and will have the opportunity of applying (and getting selected if they are found suitable) for future vacancies” shall be omitted;

(ii) after sub-rule (3), the following sub-rule shall be inserted, namely:—

“(3A) Notwithstanding anything contained in rule 8, the departmental candidates referred to in Sub-rule (3) may be considered by the Controlling Authority on the advice of the Board for appointment to the Service at a subsequent stage or stages in consultation with the Commission and the suitability of such candidates for appointment to various grades of the Service shall be determined by a Selection Committee to be constituted by the Controlling Authority on the advice of the Board, consisting of a **President who shall be the Chairman** or a Member of the Commission, and three members. The seniority of any candidates appointed to the Service in pursuance of this sub-rule shall be fixed on an *ad hoc* basis by the Controlling Authority on the advice of the Board and in consultation with the Commission”.

(vi) after rule 7, the following rule shall be inserted, namely:—

“7A. Special provision regarding certain departmental candidates:—

(1) Notwithstanding anything contained in rule 8, the Controlling Authority on the advice of the Board shall constitute a Selection Committee consisting of a President, who shall be the Chairman or a Member of the Commission, and three members, and the suitability of the departmental candidates who fall under sub-clause (ii) of Clause (d) of rule 2 for appointment to the different grades in the Service shall be determined by such Committee. The seniority of any candidate appointed to the Service in pursuance of this sub-rule shall be fixed on an *ad hoc* basis by the Controlling Authority, on the advice of the Board and in consultation with the Commission.

(2) A departmental candidate referred to in sub-rule (1), who is not selected for appointment to any grade in the Service, will continue to hold his present post and may be reconsidered by the Controlling Authority on the advice of the Board for appointment to the Service at a subsequent stage or stages in consultation with the Commission. The suitability of these candidates for appointment to various grades of the Service shall be determined by a Selection Committee to be constituted by the Controlling Authority on the advice of the Board, consisting of a President who shall be the Chairman or a Member of the Commission, and three members.

(3) The seniority of the departmental candidates appointed in pursuance of sub-rule (2) shall be fixed by the Controlling Authority, on the advice of the Board and in consultation with the Commission on an *ad hoc* basis.

(4) Any departmental candidate referred to in sub-rule (1) who does not, on selection to any grade in the Service, desire to be absorbed in the Service, may continue to hold the post held by him immediately before the selection as if he had not been selected.

N. RAGHUNATHAN, Under Secy

[No. F. 25/3/66-Estt. (E).]

गृह मन्त्रालय

नई दिल्ली, 13 दिसम्बर, 1966

जी० एस० आर० 1953:—संविधान के अनुच्छेद 309 के परन्तुक द्वारा प्रदत्त अधिकारों के अधीन, राष्ट्रपति जी भारतीय ग्रथ सेवा नियम, 1961 को और संशोधित करने के लिये एतद्वारा निम्नलिखित नियम बनाते हैं :—

(1) ये नियम भारतीय ग्रथ सेवा (द्वितीय संशोधन) नियम, 1966 कहलायें।

(2) ये नियम भारतीय राजपत्र में प्रकाशित होने की तारीख से लागू होंगे।

भारतीय ग्रंथ सेवा नियम 1961 में :—

2. (I) नियम 2 में धारा (d) के स्थान पर निम्नलिखित धारा लागू की जाय :—

“(d)” विभागीय अभ्याथियों से आशय उन व्यक्तियों से हैं जो आयोग के परामर्श से अथवा विभागीय पदोन्नति समिति की सिफारिश पर नियुक्त किये जा चुके हैं; और

(i) जो उन पदों पर हैं या जिनका उन पदों पर धारणाधिकार है जो कि सेवा की स्वीकृति की तारीख को अनुसूची I में उल्लिखित थी; अथवा

(ii) जो संवर्ग की तारीख पर उन पदों पर हैं या जिनका उन पदों पर धारणाधिकार है जो कि प्रारम्भिक सेवा गठन के बाद सेवा में संवर्ग तथा अनुसूची I में समाविष्ट की जाये।

(II) नियम 3 के उपनियम (2) में “रेल तथा सुरक्षा मंत्रालय” शब्दों के स्थान पर “रेल मंत्रालय” शब्द लिखे जायें;

(III) नियम 4 में शब्दों व अंकों “नियम 7 और 8” के स्थान पर शब्द अंक तथा अक्षर “नियम 7, 7A और 8” लिखे जायें;

(IV) नियम 5 के उपनियम (2) में “नियन्त्रण अधिकारी द्वारा निश्चित” शब्दों के बाद शब्द “समय समय पर” लिखे जायें;

(V) नियम 7 में :—

(i) उपनियम (3) में शब्दों व कोष्ठकों “और भविष्य की रिक्तियों के लिये आवेदन करने (तथा उपयुक्त समझे जाने पर वरित होने का) अवसर मिलेगा” को निकाला जाय;

(ii) उपनियम (3) के पश्चात् निम्नलिखित नियम निवेश किये जायें :

“(3 अ) नियम 8 में उल्लिखित किसी बात के अन्वया होते हुए भी, उपनियम 3 में निर्दिष्ट विभागीय अभ्यर्थी, नियन्त्रण अधिकारी द्वारा मण्डल की सलाह तथा आयोग के परामर्श पर, सेवा में उत्तरवर्तीय अवस्था या अवस्थाओं में नियुक्ति के लिये विचार किये जा सकते हैं; और ऐसे अभ्याथियों को सेवा के विभिन्न ग्रेडों में नियुक्ति के लिये उपयुक्तता, मण्डल की सलाह से नियन्त्रण अधिकारी द्वारा निर्मित की गई एक निर्वाचन समिति द्वारा निश्चित की जायेगी, जिसका प्रधान आयोग का अध्यक्ष अथवा सदस्य होगा और जिसमें अन्य तीन सदस्य होंगे। इस उपनियम के अनुसरण में सेवा में नियुक्त किये गये किसी अभ्यर्थी की प्रवृत्ता, नियन्त्रण अधिकारी द्वारा मण्डल की सलाह तथा आयोग के परामर्श से तदर्थ-आधार पर निश्चित की जायेगी।

(VI) नियम 7 के पश्चात निम्नलिखित नियम निवेश किये जायें :

नामानुसार;

“7ए कुछ विभागीय अभ्यर्थियों के सम्बन्ध में विशेष उल्लेख :—

1. नियम 8 में उल्लिखित किसी बात के अन्यथा होते हुए भी, नियन्त्रण अधिकारी मण्डल की सलाह से एक निर्वाचन समिति का निर्माण करेगा जिसका प्रधान आयोग का अध्यक्ष अथवा सदस्य होगा और जिसमें अन्य तीन सदस्य होंगे। इस समिति द्वारा नियम (2) की धारा (डी) के उपनियम (III) के अन्तर्गत विभागीय अभ्यर्थी की सेवा के विभिन्न ग्रेडों में नियुक्त के लिये उपयुक्तता निश्चित की जायेगी। इस उपनियम के अनुसरण में सेवा में नियुक्त किये गये किसी अभ्यर्थी की प्रवृत्ता, नियन्त्रण अधिकारी द्वारा मण्डल की सलाह तथा आयोग के परामर्श से तदर्थ आधार पर निश्चित की जायगी।
2. उपनियम (I) में निर्दिष्ट अभ्यर्थी जो कि सेवा के किसी ग्रेड में नियुक्ति के लिये वरित नहीं किया जाता है, अपने वर्तमान पद पर आसीन रहेगा और नियन्त्रण अधिकारी द्वारा, मण्डल की सलाह व आयोग के परामर्श से उस पर उत्तरवर्त्तीय अवस्था या अवस्थाओं में सेवा में नियुक्ति के लिये पुनर्विचार किया जा सकता है, और इन अभ्यर्थियों की सेवा के विभिन्न ग्रेडों में नियुक्ति के लिये उपयुक्तता, मण्डल की सलाह से नियन्त्रण अधिकारी द्वारा निर्मित की गई निर्वाचन समिति द्वारा निश्चित की जायगी, जिसका प्रधान आयोग का अध्यक्ष अथवा सदस्य होगा और जिसमें अन्य तीन सदस्य होंगे।
3. उपनियम 2 के अनुसरण में सेवा में नियुक्त किये गये विभागीय अभ्यर्थियों की प्रवृत्ता, नियन्त्रण अधिकारी द्वारा मण्डल की सलाह तथा आयोग के परामर्श से तदर्थ आधार पर निश्चित की जायगी।
4. उपनियम 1 में निर्दिष्ट कोई विभागीय अभ्यर्थी जो कि वरित होने पर सेवा के किसी ग्रेड में अवशेषित होने का इच्छुक नहीं है, अपने पद पर, जिस पर वरित होने से पहले आसीन था, स्थिर रह सकता है जैसे कि वह वरित ही न किया गया हो।

[सं० 25/3/66-सिबन्धी(ई०)]

एन० रघुनाथन, अवर सचिव,

MINISTRY OF HOME AFFAIRS

New Delhi, the 14th December 1966

**G.S.R. 1954.**—In exercise of the powers conferred by section 18 of the Central Reserve Police Force Act, 1949 (86 of 1949), the Central Government hereby makes the following rules further to amend the Central Reserve Police Force Rules, 1955, namely:—

1. (1) These rules may be called the Central Reserve Police Force (Sixth Amendment) Rules, 1966.

(2) They shall come into force on the date of their publication in the Gazette of India.

2. In rule 105 of the Central Reserve Police Force Rules, 1955, in sub-rule (2),—
- (a) in clauses (i) and (ii), for the words and brackets "Indian Police Service (Senior Scale) Officers", the words "Indian Police Service officers with four years of service as such" shall be substituted;
- (b) for clause (iii), the following clause shall be substituted, namely:—
- "(iii) by promotion,—
- (a) from amongst Assistant Superintendents of Police serving in the Central Reserve Police Force on deputation who have completed four years of service in the Indian Police Service; or
- (b) from amongst Deputy Superintendents of Police from States and Company Commanders or Quarter Masters or Assistant Principal, Central Training College, from the Central Reserve Police Force (other than Indian Police Service officers) who have completed eight years of Gazetted or Commissioned service and have served in the Force for a minimum period of two years:

Provided that the Central Government may, by order, reduce the said period of eight years of Gazetted or Commissioned service to six years in exceptional circumstances to be specified in the order:

Provided further that the minimum period of two years specified in this sub-clause shall not be necessary in the case of Company Commanders, Quarter Masters and Assistant Principal, Central Training College, from the Central Reserve Police Force, who have been promoted to the rank of Major in the Army, or, as the case may be, the rank of Superintendent of Police or any equivalent post in the State."

[No. F.2/4/66-Police II.]

T. P. ISSAR, Dy. Secy.

*New Delhi, the 14th December 1966*

G.S.R. 1955.—In pursuance of sub-rule (2) of rule 4 of the Indian Administrative Service (Cadre) Rules, 1954 the Central Government in consultation with the Government of Madhya Pradesh have revised the strength and composition of the Indian Administrative Service Cadre of Madhya Pradesh and hereby direct that in the Schedule of the Indian Administrative (Fixation of Cadre Strength) Regulations, 1955:—

For the entries relating to Madhya Pradesh the following entries shall be substituted namely:—

#### MADHYA PRADESH

1. Senior posts under the State Government	122
Chief Secretary to Government	1
Additional Chief Secretary to Government	1
President Board of Revenue	1
Members of Board of Revenue	3
Commissioners of Divisions	7
Development Commissioner	1
Secretaries to Government	10
Additional Secretaries to Government	4
Additional Commissioners	4
Secretary, State Vigilance Commission	1
General Manager, Madhya Pradesh State Road Transport Corporation	1
Settlement Commissioner	1
Excise Commissioner	1
Registrar, Co-operative Societies	1
Labour Commissioner	1
Director of Tribal Welfare	1
Director of Industries	1

Director of Social Welfare and Panchayats	1
Sales Tax Commissioner	1
Transport Commissioner	1
Principal, Lal Bahadur Shastri Institute of Public Administration	1
Director of Training and Employment	1
Secretary to Chief Minister	1
Deputy Secretaries to Government	20
Joint Registrar Co-operative Societies	1
Additional Director of Industries	1
Deputy Director of Food Supplies	1
Additional Director of Land Records and Additional Settlement Commissioner	1
Deputy Transport Commissioner	1
Collectors	43
Additional Collectors	8
	<hr/>
	122
2. Senior posts under Central Government	49
	<hr/>
	171
3. Posts to be filled by promotion and Selection in accordance with 8 of the IAS (Recruitment) Rules, 1954	42
4. Posts to be filled by direct recruitment	129
5. Deputation reserve @ 20% of 4 above	26
6. Leave reserve @ 11% of 4 above	14
7. Junior posts @ 20.60% of 4 above	27
8. Training Reserve @ 10.59% of 4 above	14
	<hr/>
Direct recruitment posts	210
Promotion posts	42
	<hr/>
Total Authorised Strength	252
	<hr/>

2. The amendment will come into force with effect from the date of its publication in the Gazette of India.

[No. 6/1(8)/66-AIS(I).]

**G.S.R. 1956.**—In pursuance of rule 11 of the Indian Administrative Service (Pay) Rules 1954, the Central Government in consultation with the Government of Madhya Pradesh, hereby makes the following amendments in Schedule III appended to the said Rules, viz.

#### *Amendments*

In the said Schedule III under the heading "B—Posts carrying pay in the senior time-scale of the Indian Administrative Service under the State Governments including posts carrying special pays in addition to pay in the time scale", against 'Madhya Pradesh', the following entries shall be deleted viz.

- (1) Deputy Commissioner(s)  
Collectors Settlement officer(s)  
Additional Deputy Commissioner/  
Additional Collector.

(ii) the following entires shall be added *viz.*

Additional Commisssioners  
 Secretary State Vigilance Commission  
 General Manager, Madhya Pradesh State Road Transport Corporation  
 Principal, Lal Bahadur Shastri Institute of Public Administration  
 Director of Training and Employment  
 Secretary to Chief Minister  
 Joint Registrar Co-operative Societies  
 Additional Director of Industries  
 Deputy Director of Food Supplies  
 Additional Director of Land Records and Additional Sett'ement  
 Commisssioner  
 Deputy Transport Commisssioner  
 Collectors  
 Additional Collectors.

2. The amendments shall come into force with effect from the date of their publication in the Gazette of India.

[No. 1/167/66-AIS. II.]

*New Delhi, the 19th December 1966*

**G.S.R. 1957.**—In pursuance of rule II of the Indian Administrative Service (Pay Rules), 1954, the Central Government in consultation with the Delhi Administration hereby makes the following amendments in Schedule III appended to the said Rules,

2. These amendments shall be deemed to have come into force with effect from 7th September, 1966.

#### *Amendments*

In the said Schedule III under the heading 'B-Posts carrying pay in the senior time-scale of the Indian Administrative Service under the State Governments including posts carrying special pays in addition to pay in the time-scale under Delhi and Himachal Pradesh for the entry under Delhi Administration, *viz.*

'Secretary to the Chief Commissioner,' the following entry shall be substituted, *viz.*

'Secretary to Lieutenant Governor'.

[No. 1/162/66-AIS. II.]

**G.S.R. 1958.**—In exercise of the powers conferred by sub-section (1) of section 3 of the All India Services Act, 1951 (61 of 1951), the Central Government, after consultation with the Government of the States concerned, hereby makes the following rules further to amend the All India Services (Compensatory Allowance) Rules, 1954, namely:—

"1. (i) These rules may be called the All India Services (Compensatory Allowance) Amendment Rules, 1966.

(ii) They shall come into force on the date of their publication in the official Gazette.

2. In the All India Service (Compensatory Allowance) Rules, 1954, in Rule 2 for the clause (C), the following shall be substituted namely:—

"(C) 'member of the service' means a member of an all India Service as defined in section 2 of the All India Services Act, 1951 (61 of 1951)".

[No. F. 1/160/66-AIS. II.]

A. N. BATASYAL, Under Secy.

New Delhi, the 19th December 1966

**G.S.R. 1959.**—In pursuance of clause (2) of article 222 of the Constitution, the President hereby makes the following order, namely:—

That Shri Justice Kawdoor Sadananda Hegde, who was transferred from the Mysore High Court to the High Court of Delhi, shall be entitled to receive, in addition to his salary, a compensatory allowance at the rate of rupees four hundred per mensem for the period of his service as Chief Justice of the High Court of Delhi.

[No. 19/8/66-Judl. I(i).]

**G.S.R. 1960.**—In pursuance of clause (2) of article 222 of the Constitution, the President hereby makes the following order, namely:—

That Shri Justice Inder Dev Dua, Shri Justice Hans Raj Khanna and Shri Justice Satinder Kumar Kapur who were transferred from the former Punjab High Court to the High Court of Delhi, shall be entitled to receive in addition to their salary, a compensatory allowance at the rate of rupees three hundred and fifty per mensem each for the period they serve as Judges of the High Court of Delhi.

[No. 19/8/66-Judl. I(ii).]

C. P. GUPTA, Jt. Secy.

New Delhi, the 19th December 1966

**G.S.R. 1961.**—In pursuance of sub-rule (1) of rule 22 of the Central Secretariat Service Rules, 1962, the Central Government in the Ministry of Home Affairs hereby constitutes a new cadre for the Department of Social Welfare with the grades as specified in column (1) of the table below with the authorised permanent strength as specified in the corresponding entry in column (2) thereof.

TABLE

Grade	Authorised Permanent Strength
(1)	(2)
(a) Section Officers	15
(b) Assistants	50

2. This notification shall come into force on 25th July, 1966.

3. This Ministry's Notification of even number dated the 23rd July, 1966, is hereby cancelled.

[No. 10/3/66-CS-II(i).]

**G.S.R. 1962.**—In pursuance of sub-rule (1) of rule 21 of the Central Secretariat Clerical Service Rules, 1962, the Central Government in the Ministry of Home Affairs hereby constitutes a new cadre for the Department of Social Welfare with the grades as specified in column (1) of the table below with the authorised permanent strength as specified in the corresponding entry in column (2) thereof.

TABLE

Grade	Authorised Permanent Strength
(1)	(2)
Upper Division	14
Lower Division	61

2. This notification shall come into force on 25th July, 1966.

3. This Ministry's Notification No. 10/3/66-CS. II(iii) dated the 23rd July, 1966, is hereby cancelled.

[No. 10/3/66-CS-II(ii).]

K. THYAGARAJAN, Under Secy.

# MINISTRY OF FINANCE

(Department of Revenue and Insurance)

CUSTOMS AND CENTRAL EXCISE

New Delhi, the 24th December 1966

**G.S.R. 1963.**—In exercise of the powers conferred by sub-section (2) of section 75 read with sub-section (3) of section 160 of the Customs Act, 1962 (52 of 1962), and section 37 of the Central Excises and Salt Act, 1944 (1 of 1944), the Central Government hereby makes the following rules to amend the Customs and Central Excise Duties Export Drawback (General) Rules, 1960, namely:—

1. These rules may be called the Customs and Central Excise Duties Export Drawback (General) one hundred seventh Amendment Rules, 1966.

2. In the Customs and Central Excise Duties Export Drawback (General) Rules, 1960, in the First Schedule in Serial No. 1, in item II(B), for sub-item (vi) and the entries relating thereto, the following shall be substituted, and shall be deemed to have been substituted, with effect from 14th day of April, 1966, namely:—

“(vi) of 175 deniers and above  
but not more than 1100  
deniers.

Rupees Three and ninety two paise  
per Kilogramme of artificial silk  
content of such deniers.”

[No. 109/F. No. 1/80/66-DBK.]

**G.S.R. 1964.**—In exercise of the powers conferred by sub-section (2) of section 75 read with sub-section (3) of section 160 of the Customs Act, 1962 (52 of 1962) and section 37 of the Central Excises and Salt Act, 1944 (1 of 1944), the Central Government hereby makes the following rules further to amend the Customs and Central Excise Duties Export Drawback (General) Rules, 1960, namely:—

1. These rules may be called the Customs and Central Excise Duties Export Drawback (General) One hundred tenth Amendment Rules, 1966.

2. In the First Schedule to the Customs and Central Excise Duties Export Drawback (General) Rules, 1960, after Serial No. 77 and the entries relating thereto, the following shall be added, namely:—

“78 Cotton Hosiery

(a) Cotton knitted Fabrics.

Rs. 0.25 per Kilogramme of yarn  
contents.

(b) Cotton knitwear.

Rs. 0.75 per Kilogramme of yarn  
contents.”

[No. 112/F. No. Misc/11/66-DBK.]

**G.S.R. 1965.**—In exercise of the powers conferred by sub-section (2) of section 75 read with sub-section (3) of section 160 of the Customs Act, 1962 (52 of 1962) and section 37 of the Central Excise and Salt Act, 1944 (1 of 1944), the Central Government hereby makes the following rules further to amend the Customs and Central Excise Duties Export Drawback (General) Rules, 1960, namely:—

1. These rules may be called the Customs and Central Excise Duties Export Drawback (General) Hundred Eleventh Amendment Rules, 1966.

2. In the Customs and Central Excise Duties Export Drawback (General) Rules, 1960,—

(1) in the First Schedule, for Serial No. 72 and the entries relating thereto, the following shall be substituted, namely:—

“72 Bicycle components and spare  
parts but excluding Bicycle  
spokes, nipple and washers.

15 per cent of the F. O. B. value.”

(2) In the Second Schedule, Serial No. 7 and the entries relating thereto shall be omitted.

[No. 113/F. No. 1/113/66-DBK.]

CUSTOMS

New Delhi, the 24th December 1966

**G.S.R. 1966.**—In exercise of the powers conferred by sub-section (1) of Section 75 read with sub-section (3) of section 160 of the Customs Act, 1962 (52 of 1962), the Central Government hereby makes the following further amendment in the notification of the Government of India in the Ministry of Finance (Department of Revenue) No. GSR—575 (35/F. No. 34/86/60-Cus IV), dated the 28th May, 1960, namely:—

In the Schedule to the said notification, after Serial No. 333 and the entries relating thereto, the following shall be added, namely:—

“334 Cotton Hosiery

- (a) Cotton knitted Fabrics.
- (b) Cotton knitwear.

[No. 210/F. No. Misc/11/66-DEK.]  
G. P. DURAIRAJ, Dy. Secy.

(Department of Revenue and Insurance)

CENTRAL EXCISES

New Delhi, the 24th December 1966

**G.S.R. 1967.**—In exercise of the powers conferred by sub-rule (1) of rule 8 of the Central Excise Rules, 1944, the Central Government hereby makes the following further amendment in the notification of the Government of India in the Ministry of Finance (Department of Revenue) No. 137/60-Central Excises dated the 1st October, 1960, namely:—

In the said notification, for clause (a) and (b) of the proviso at the end of the Table, the following clauses shall be substituted, namely:—

- “(a) that the factory for which licence is applied for commenced production on, or was capable of producing before, the sixth July, 1963,
- (b) that there has been no change in the level of production which would lead to a lower rate of assessment, and
- (c) that the applicant and, in the case of a partnership, any partner thereof, had on the date of application for licence or at any time thereafter has, no proprietary interest in any other concern producing paints and varnishes;”.

[No. 203/66-F. No. 1/22/66-CX. VI.]  
DAYA SAGAR, Under Secy.

(Department of Revenue and Insurance)

CENTRAL EXCISES

New Delhi, the 24th December 1966

**G.S.R. 1968.**—In exercise of the powers conferred by sub-rule (1) of rule 8 of the Central Excise Rules, 1944, the Central Government hereby makes the following amendment in the notification of the Government of India in the Ministry of Finance (Department of Revenue and Insurance) No. 117/66-Central Excises, dated the 16th July, 1966, namely:—

In the said notification, in clause (i) of the first paragraph, for the letters, figures and words “No. 103/66-Central Excises dated the 2nd July, 1966”, the letters, figures and words “No. 160/66-Central Excises, dated the 8th October, 1966” shall be substituted.

[No. 198/66—F. No. 24/51/66-CX.I.]  
K. L. REKHI, Under Secy.

**RESERVE BANK OF INDIA****(Exchange Control Department)***Bombay, the 23rd November 1966*

**G.S.R. 1969.**—In pursuance of clause (a) of sub-section (1) of Section 20 of the Foreign Exchange Regulation Act, 1947 (7 of 1947) the Reserve Bank of India hereby directs that the following amendment shall be made in the Schedule to its notification No. F.E.R.A. 34/47-RB dated the 14th August 1947, namely:—

In the said Schedule, the entry 'Burma' shall be omitted.

[No. F.E.R.A. 241/66-RB.]

**G.S.R. 1970.**—In pursuance of sub-section (1) of Section 5 of the Foreign Exchange Regulation Act, 1947 (7 of 1947) the Reserve Bank of India hereby directs that the following amendment shall be made in the Schedule to its notification No. F.E.R.A. 119/53-RB dated the 30th July, 1953, namely:—

In the said Schedule, the entry 'Burma' shall be omitted.

[No. F.E.R.A. 242/66-RB.]

*Bombay, the 2nd December 1966*

**G.S.R. 1971.**—In pursuance of clause (a) of sub-section (1) of Section 20 of the Foreign Exchange Regulation Act, 1947 (7 of 1947), the Reserve Bank of India hereby directs that the following amendments shall be made in the Schedule to its notification No. F.E.R.A. 34/47-RB dated the 14th August 1947, namely:—

In the said Schedule, for the words and brackets "Any country within the Commonwealth (except Canada)" the words and brackets "Any country within the Commonwealth (except Canada and Rhodesia)" shall be substituted.

[No. F.E.R.A.: 235/65-RB.]

**G.S.R. 1972.**—In pursuance of sub-section (1) of Section 5 of the Foreign Exchange Regulation Act, 1947 (7 of 1947) the Reserve Bank of India hereby directs that the following amendment shall be made in the Schedule to its notification No. F.E.R.A. 119/53-RB dated the 30th July 1953, namely:—

In the said Schedule, for the words and brackets "Any country within the Commonwealth (except Canada)" the words and brackets "Any country within the Commonwealth (except Canada and Rhodesia)" shall be substituted.

[No. F.E.R.A.: 236/65-RB.]

P. C. BHATTACHARYA, Governor.

**MINISTRY OF INFORMATION AND BROADCASTING***New Delhi, the 9th December 1966*

**G.S.R. 1973.**—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby makes the following rules further to amend the All-India Radio (Class II Posts) Recruitment Rules, 1962, published with the Notification of the Government of India in the Ministry of Information and Broadcasting No. 347, dated the 6th March, 1962, namely:—

1. These rules may be called the All-India Radio (Class II Posts) Recruitment Second Amendment Rules, 1966.

2. In the Schedule to the All-India Radio (Class II Posts) Recruitment Rules, 1962, in column 12 against Serial No. 14, the following shall be inserted, namely:—

"Provided that the condition of minimum approved service shall not apply to the Engineering Assistants who are senior to those who fulfil this condition notwithstanding that such senior persons may not have rendered three years service in that grade."

[No. 11(4)/65-B(A).]

J. D. JAIN, Under Secy.

*New Delhi, the 13th December 1966*

**G.S.R. 1974.**—In exercise of the powers conferred by section 22 read with sub-section (2) of section 6 of the Press Council Act, 1965 (34 of 1965), the Central Government hereby makes the following rules further to amend the Press Council Rules, 1966, namely:—

1. (1) These rules may be called the Press Council (Third Amendment) Rules, 1966.

(2) They shall be deemed to have come into force on the 2nd July, 1966.

2. In the Press Council Rules, 1966, after rule 11, the following rule shall be added, namely:—

“12. *Conditions of service of the first Chairman.*—(1) This rule shall apply to the first Chairman (hereinafter in this rule referred to as the Chairman).

(2) The Chairman shall be entitled to subscribe to the Contributory Provident Fund (India) in accordance with the orders issued from time to time by the Ministry of Finance.

(3) The leave admissible to the Chairman shall be as admissible to a temporary officer under the Revised Leave Rules, 1933.

(4) The Chairman shall, during the tenure of his appointment, be entitled to draw travelling allowance under the Supreme Court Judges (Travelling Allowance) Rules, 1959, in respect of journeys performed in connection with the work of the Council at the same rates as were admissible to him as a Judge of the Supreme Court of India immediately before his retirement.

(5) The Chairman shall be his own controlling officer for the purpose of travelling allowance.

(6) The headquarters of the Chairman shall be the same as that of the Council.”

[No. 11/9/66-P&PC.]

R. K. GOVIL, Under Secy.

**DEPARTMENT OF COMMUNICATIONS**

*New Delhi, the 8th December 1966*

**G.S.R. 1975.**—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby makes the following rules further to amend the Overseas Communications Service (Class II Posts) Recruitment Rules, 1963, published with the notification of the Government of India in the late Ministry of Transport and Communications (Departments of Communications and Civil Aviation) No. G.S.R. 1333, dated the 31st July, 1963 namely:—

2. These rules may be called the Overseas Communications Service (Class II Posts) Recruitment (Amendment) Rules, 1966.

3. In the Schedule to the Overseas Communications Service (Class II Posts) Recruitment Rules, 1963,—

for the entries against serial No. 8 relating to the post of “Technical Assistant”, the following entries shall respectively be substituted, namely:—

1	2	3	4	5	6	7	8	9	10	11	12	13
“8. Technical Assistant	113 General Central Service Class II Non-Gazetted	Rs. 325— 15—475— EB—20— 575	Selection	For recruitment through the Engineering Services (Electronics) Examination: As laid down in the rules for the said examination to be held by the Union Public Service Commission. For recruitment by an Ad hoc open advertisement: 25 years and below (relaxable for Government servants upto 30 years).	For recruitment through the Engineering Services (Electronics) Examination: As laid down in the rules for the said examination to be held by the Union Public Service Commission. For recruitment by an Ad hoc open advertisement: Degree in Telecommunication Engineering from a recognised University/Institution or equivalent or M.Sc. (Physics) with Wireless as a special subject from a recognised University/Institution or equivalent.	No.	2 years reckoned from the date of appointment/promotion to the grade	(1) 25 per cent; by direct recruitment either through competitive examination or ad hoc selection (co's. 6 & 7)	Promotion: Junior Technical Assistant (Rs. 210—10—290—15—320—EB—15—425—EB—15—470) with a minimum of 3 years' service in the grade.	Class II Departmental Promotion Committee.	As required under the rules.”	
								(2) 75 per cent by departmental promotion of Junior Technical Assistants of which:— (a) 50 per cent on the basis of selection on merit from Junior Technical Assistants who have completed a minimum of 3 years' service in the grade; and (b) 50 per cent on the basis of seniority, sub-				

ject to satisfactory records, from those Junior Technical Assistants with a minimum of 3 years' service in the grade who possess the minimum qualification for *direct* entry to the post of Technical Assistant.

[No. 2-OC (15)/64.]

S. S. PRUTHI, Under Secy.

**(Posts and Telegraphs Board)***New Delhi, the 14th December 1966*

**G.S.R. 1976.**—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby makes the following rules to amend the Draftsmen (Posts and Telegraphs Department) Recruitment Rules, 1962, namely:—

1. These rules may be called the Draftsman (Posts and Telegraphs Department) Amendment Rules, 1966.

2. In the Schedule to the Draftsmen (Posts and Telegraphs Department) Recruitment Rules, 1962, in the entries relating to item 2 "Draftsmen (Higher Grade)" in column 5,—

- (i) for the figures, abbreviations and words "50 per cent by direct recruitment", the figures abbreviation and words "33½ per cent by direct recruitment" shall be substituted;
- (ii) for the figures, abbreviation and words "50 per cent by promotion", the figures, abbreviation and words "66⅔ per cent by promotion" shall be substituted.

[No. 61-2/63-NCG.]

A. C. MEHRA,

Asstt. Director-General (STN).

**MINISTRY OF TRANSPORT AND AVIATION****(Department of Transport and Shipping)****(Transport Wing)****PORTS***New Delhi, the 13th December 1966*

**G.S.R. 1977.**—In exercise of the powers conferred by section 122 of the Major Port Trust Act, 1963 (38 of 1963), the Central Government hereby makes the following rules to amend the Mormugao Port Trust (Payment of Fees and Allowances to Trustees) Rules, 1964, the same having been previously published as required by sub-section (2) of the said section, namely:

1. These Rules may be called the Mormugao Port Trust (Payment of Fees and Allowances to Trustees) Amendment Rules, 1966.

2. For rule 3 of the Mormugao Port Trust (Payment of Fees and Allowances to Trustees) Rules, 1964, the following rule shall be substituted namely:—

"3. *Fees payable.*—Every Trustee of the Port Trust Board of Mormugao, other than the Chairman, Deputy Chairman or any other Trustee who is a servant of the Central or the State Government, shall be entitled to a fee of rupees twenty-five for attendance at each ordinary or special meeting of the Board and rupees fifteen for attendance at each meeting of any Committee appointed by the Board under sub-section (1) of section 17 of the Act, at which a quorum is present and business is transacted and which he attends from the beginning to the end thereof:

Provided that the aggregate amount of fees payable to any Trustee in respect of the meetings held during any month shall not exceed rupees one hundred and fifty."

[No. 7-PG(24)/66.]

**G.S.R. 1978.**—In exercise of the powers conferred by clause (ii) of sub-section (1) of section 6 of the Indian Ports Act, 1908 (15 of 1908), the Central Government hereby makes the following rules regulating the use of storage sheds and open spaces in the port of Paradip, the same having been previously published as required by sub-section (2) of the said section, namely:—

1. **Short title and commencement.**—(1) These rules may be called the Paradip Port (Regulation for use of storage sheds and open spaces) Rules, 1966.

(2) They shall come into force at once.

2. **Procedure governing lease of storage sheds, open spaces etc.**—(1) Leases for the use of storage sheds, open spaces or other property for periods not exceeding one year at a time shall be covered by permits to be issued by the Administrator of the port of Paradip (hereinafter referred to as the Administrator) whereas leases of such property for periods of more than one year shall be covered by lease deeds.

(2) Applications for leases of open spaces, stacking yards, sheds or other property shall be made in writing in the prescribed form to the Administrator and no goods shall be stored in any such place in the absence of such permission.

(3) The rents as per the scale specified in the Schedule hereto annexed shall be chargeable for the use of the property leased.

(4) The rent shall be payable in the manner laid down in the permit or the lease deed, as the case may be, and failure to pay the rent in the manner specified may result in the cancellation of the lease and the levy of a penal rent which shall be specified in the permit or the lease deed.

(5) Goods stored in the open spaces, stacking yards, sheds or other places shall remain at the owner's risk and the Administrator shall have no responsibility or liability for any pilferage, theft, damage or loss.

(6) It shall not be permissible to sub-let the property leased without the previous permission in writing of the Administrator. Any contravention of this rule may entail the cancellation of the lease and summary eviction of the lessee from the leased premises.

(7) If cargoes are stored in areas not leased under these rules, double the specified rent shall be charged from the lessee for the period from the date of storage till such storage is regularised, under the provisions of these rules, or vacated.

(8) If the renewal of the lease entered into under these rules is required for a further period, a fresh application, shall, one month before the expiry of the period of the lease, be made to the Administrator.

#### SCHEDULE

[See rule 2(3)]

Particulars	Rent
<b>A. Open Space</b>	
(a) Outside the Customs barrier for storage of goods other than ores.	Rs. 15.00 per 100 Sq. meters per month
(b) Within the Customs barrier for storage of goods other than ores.	Rs. 20.00 —do—
<b>B. Ore Stocking Area</b>	Rs. 15.00 —do—
<b>C. Covered Space</b>	
(a) Outside the Customs barrier for storage of goods.	Rs. 75.00 —do—
(b) Inside the Customs barrier for storage of goods.	Rs. 125.00 —do—

NOTE.—For leases of less than one year a surcharge of 10 per cent. on the rates mentioned above will be levied.

*New Delhi, the 17th December 1966*

**G.S.R. 1979.**—In exercise of the powers conferred by sub-section (2) of section 33 of the Indian Ports Act, 1908 (15 of 1908), the Central Government hereby makes, with effect from the expiration of sixty days from the date of the publication of this notification in the Gazette of India, the following alterations in the First Schedule to the said Act, namely:—

In Part II of the First Schedule to the said Act, in the third column relating to the Port of Cochin:—

- (1) for the words "twenty-five paise" occurring in entries (a), (b) and (d), the words "forty paise" shall be substituted;
- (2) for the words "ten paise" occurring in entry (c), the words "sixteen paise" shall be substituted.

[No. F. 6-PG(46)/66-I.]

**G.S.R. 1980.**—In exercise of the powers conferred by sub-section (1) of section 33 of the Indian Ports Act, 1908 (15 of 1908), the Central Government hereby makes the following amendments in the Schedule annexed to the Port of Cochin (Port Dues and other Charges) Rules, 1958, published with the notification of the Government of India in the Ministry of Transport & Communications, Department of Transport (Transport Wing), No. G.S.R. 686 dated the 4th August, 1958, namely:—

1. In the Schedule to the said rules, under Section I relating to "Port Dues", in item I—Foreign vessel, after the existing entries (a) and (b), the following Note shall be inserted, namely:—

"Note.—A surcharge of 57.5% on the rates specified above shall be payable in addition by vessels, not being home trade vessels, employed in trading between any port or place in India and any other port or place outside India or between ports or places outside India".

2. This notification shall come into force upon the expiration of sixty days from the date of its publication in the Gazette of India.

[No. F. 6-PG(46)/66-II.]

**G.S.R. 1981.**—In exercise of the powers conferred by sub-section (1) of section 35 of the Indian Ports Act, 1908 (15 of 1908), the Central Government hereby makes with effect from the date of publication of this notification in the Official Gazette, the following further amendments in the Schedule annexed to the Port of Cochin (Port Dues and other Charges) Rules, 1958, published with the notification of the Government of India in the Ministry of Transport and Communications, Department of Transport (Transport Wing) No. G.S.R. 686 dated the 4th August, 1958, namely:—

In the Schedule to the said rules, in Section II relating to 'Fees for Pilotage and other attendant Services' and Section III relating to 'Berth Hire', the following N.B. shall be added at the end, namely:—

"N.B.—A surcharge of 57.5% on the rates specified above shall be payable in addition by vessels not being home trade vessels, employed in trading between any port or place in India and any other port or place outside India or between ports or places outside India".

[No. F. 6-PG(46)/66-III.]

*New Delhi, the 19th December 1966*

**G.S.R. 1982.**—In exercise of the powers conferred by sub-section (1) of section 6 of the Indian Ports Act, 1908 (15 of 1908), the Central Government hereby makes the following Rules for the port of Paradip, the same having been previously published as required by sub-section (2) of the said section, namely:—

**PARADIP PORT RULES****I. Preliminary**

1. **Short title and application.**—(1) These rules may be called the Paradip Port Rules, 1966.

(2) They shall, unless otherwise provided in these rules, be applicable only within the local limits of the port of Paradip.

**2. Definitions.**—In these rules, unless the context otherwise requires:

- (a) "Act", means the Indian Ports Act, 1908 (15 of 1908).
- (b) "Conservator" means the Conservator for the port of Paradip appointed by the Central Government under the Act.
- (c) "dangerous goods" means goods as defined in the Indian Merchant Shipping (Carriage of Dangerous Goods) Rules, 1954.
- (d) "dangerous petrolcum" means petrolcum having its flash point below 24.4 degrees centigrade.
- (e) "Deputy Conservator" means the head of the Port's Marine Department and includes the harbour master or any pilot duly authorised by the head of the Marine Department in this behalf.
- (f) "fuel oil" means petroleum oil having a flash point of not less than 65.6 degrees centigrade and ordinarily used as fuel in engines and furnaces.
- (g) "master", in relation to any vessel means any person (except pilot or harbour master) having for the time being the charge or control of such vessel.
- (h) "owner", in relation to goods, includes any consignor, consignee, shipper or agent for the sale, custody, loading or unloading of such goods; and in relation to any vessel making use of the port, includes any part-owner, charterer, consignee, or mortgagee in possession thereof.
- (i) "petroleum" means any liquid hydro-carbon or mixture of hydro-carbon and any inflammable mixture (Liquid, viscous or solid) containing any liquid hydro-carbon, but does not include any oil ordinarily used for lubricating purpose and having a flash point at or above 93.3 degrees centigrade.
- (j) "pilot" means a person for the time being authorised by the Central Government to pilot vessels under sub-section (3) of section 3 of the Act.
- (k) "port" means the port of Paradip.
- (l) "port authorities" means the Administrator (Paradip Port appointed by the Central Government and includes any other officer of the port acting under the authority of the Administrator, Paradip port.
- (m) "tanker" is a cargo ship constructed or adapted for the carriage in bulk of liquid cargoes of an inflammable nature.
- (n) "traffic manager" means the officer for the time being in charge of traffic operations in the port and includes the Deputy and Assistant Traffic Managers and any other officer acting under the authority of the traffic manager.

**II. Admission of vessels into Port**

**1. Intimation of a vessel's expected arrival.**—(1) When a vessel is expected to arrive, her agents shall, at least forty-eight hours before the expected time of arrival, send a notice in the form prescribed by the Deputy Conservator, to the Traffic Manager with a copy to the Deputy Conservator. Any special requirements regarding particular berths, heavy lift cranes and other things shall be indicated in such notice. Detailed particulars of cargo to be landed at the port, with items of special cargo and heavy lifts shown separately with their stowage and distribution of cargo hatchwise shall either be attached to the vessel's arrival notice or be sent atleast 24 hours before the arrival of the vessel. This cargo advice should be in triplicate.

(2) The agents of expected vessels should in their own interest contact the Traffic Manager in time and apprise him with all the information regarding nature, quantity, stowage of cargo they intend working and also such information regarding the vessel as will be necessary for berthing her at a suitable berth.

**1. Allotment of berth.**—A vessel shall have no claim to a berth in the port until one has been specially allotted by the Traffic Manager and intimation given of such allotment by the Deputy Conservator. Further, allotment of any berth in the port shall only be considered as provisional until a vessel is actually ready to enter the port and her suitability for and the right to such berth is established to the satisfaction of the Traffic Manager.

**5. Priority for certain vessels.**—The allotment of berths shall be within the discretion of the Traffic Manager and subject to exigencies, the vessel first sighted and identified by the signal station shall be given priority. Provided that Government vessels embarking or dis-embarking troops, passenger vessels and any other class of vessels which the Deputy Conservator may from time to time declare in this behalf shall be eligible for a degree of priority in berthing.

**6. Refusal to allot a berth.**—If the Traffic Manager considers that there is good and sufficient reason for not admitting a vessel into the port, he may refer the matter to the Deputy Conservator and pending the decision of the Deputy Conservator, he may refuse to allot a berth.

**7. Master to be in command of vessels.**—A vessel shall not be permitted to enter or leave the port or be moved from one berth to another in the port unless the master is on board. Under exceptional circumstances, such as death or serious illness of the master, special arrangements may be made in consultation with the Deputy Conservator.

**8. Orders etc. of the Deputy Conservator to be carried out.**—Master and owners of vessels shall obey all directions of the Deputy Conservator in relation to the rotation and manner of approaching the port entrance and of coming into or going out of port.

**9. Entering or leaving port.**—All sea going vessels on entering or leaving the port between sun-rise and sun-set shall fly their national flag, and when entering the port, each vessel shall hoist her signal letters.

**10. Piloting of vessels.**—Subject to the provisions of the Act, and the conditions given below, pilotage is compulsory for all vessels except for those which are specifically exempted in writing by the Deputy Conservator or some other officer specially empowered by him in this behalf.

- (a) The pilot shall board in-coming ships and disembark from out-going ships about 4 cables length seaward of the Fair Way Light Buoy in a position Lat. 20°—16'—30" N. Long 86°—45' E and will assist in piloting vessels to and from their assigned berths and in berthing/unberthing such vessels.
- (b) The master shall supply the pilot with all the information with regard to quarantine, dangerous goods on board, ship's draft and matters relating to the ship's behaviour and shall on completion of pilotage and berthing or unberthing, complete and sign the certificates on specified forms presented by the pilot.
- (c) In the event of an out-going vessel carrying a pilot outside the limits specified in clause (a) for unavoidable reasons, the master shall be bound to leave the pilot at the next nearest port and shall be liable to pay all expenses incurred on this account.
- (d) The master of a vessel shall in accordance with the provisions of the Act, display such signals as are required by the pilot to be used or as may be directed by the pilot.
- (e) Every vessel entering or leaving the port shall be provided with an efficient pilot ladder in compliance with the Indian Merchant Shipping (Pilot Ladder) Rules, 1953. If a pilot considers the rope ladder or manropes provided by a vessel to be unsafe, he may refuse to board or leave her, as the case may be, until a strong and efficient ladder and stout man-ropes are provided as required.
- (f) Vessels shall not anchor within the Outer Channel (Sea Admiralty Chart No. 1425 and Chart Approaches to Paradip) Fairway Buoys or within 4 cables length across the entrance marked by the Outer Channel Fair Buoys or in any other prohibited anchorage, nor shall a master attempt to enter the channel to pick up a pilot.
- (g) If any accident happens to a vessel while a pilot is on board and if the master of a vessel has any complaint to make regarding the handling of the vessel under the command of the pilot, or the advice given to him by the pilot on duty, he shall report about the accident at once to the Deputy Conservator who shall immediately hold a departmental enquiry. Should the accident occur while the vessel is leaving the port the master should send in full report direct to the

Deputy Conservator from his next port of call. This report should be accompanied by a signed statement of any witness to the incident in question.

- (h) A vessel may leave the port without having on board a pilot under stress of weather after obtaining an authority to do so from the Deputy Conservator and after intimating the port Signal Station of her intention to do so.

**11. Use of port tugs.**—It shall be incumbent upon the master of a vessel to avail of the services of the port tugs, while navigating within the port limits.

**12. Taking photographs, etc.**—No person shall, except under the authority of a written permit granted by the Traffic Manager,—

- (a) have or carry with him a camera for taking photographs, or any material for making a sketch, plan, model or other devices;
- (b) take any photographs or make any sketch, plan or model of any movable or immovable object or building or installation within any dock area.

**Explanation.**—For the purposes of this rule, the expression “dock area” shall consist of the following, namely:—

- (i) the area enclosed by fencing along the eastern, western and northern shores adjacent to the banks of the lagoon or turning basin;
- (ii) the Iron Ore Berth area enclosed by Customs boundary wall;
- (iii) any other area declared as such by the Conservator from time to time.

**13. Supply of wires, hawsers, etc.**—Vessels entering the port shall have in readiness for supply such steel wire ropes and other hawsers as may be required to facilitate berthing alongside.

**14. Vessel's crew and appliances to be in readiness.**—Masters or owners of vessels shall employ sufficient number of crew, and keep in readiness such appliances on board as may be necessary for working their vessels in and out of the port channel and in the port. In default or whenever necessary, the Deputy Conservator shall employ such number of personnel, and make available such appliances as he may consider necessary at the expense of the master or the owner.

**15. Other precautions.**—(a) Vessels when entering, leaving or being moved in the port or in the event of parting their moorings when secured to a jetty, quay or buoys shall have both anchors ready for letting off at any time.

(b) Vessels when entering, leaving, being moved, or lying in the port alongside quays or jetties shall have their sides free of all projections. Their boats, davits and derricks shall be swung in board and gangway ladders shall be stowed in board.

(c) Masters and owners of vessels shall be responsible for all accidents which may result from failure to adopt any of the precautions specified in clauses (a) and (b).

**16. Vessels lying outside the port entrance channel to be moved.**—A vessel lying in the harbour near the entrance to the port or in the fairway of the channel, or near the entrance channel in the pilotage waters of the harbour shall be removed by the master or owner if and when required by the Deputy Conservator. Should such removal be not effected promptly, it shall be carried out under the orders and directions of the Deputy Conservator at the risk and expense of the master or owner of such vessel.

### III. Regulations for vessels in the port

**17. Master etc. to place his vessel in her berth.**—(1) All vessels within the port shall take up such berths as may be assigned to them by the Traffic Manager or the Deputy Conservator and shall change their berths or move when required by either of the said officers.

(2) No vessel shall cast off a warp that has been made fast to her to assist the vessel moving, without being required to do so by the pilot or the Harbour Master in charge of the vessel moving.

**18. Closing of hatchways when not working.**—Vessels when not working cargo shall have all hatchways closed or well protected.

**19. Mooring, unmooring and moving vessels in port under orders of the Deputy Conservator.**—Masters or owners of vessels shall obey the directions of, and shall offer no obstruction to, the Deputy Conservator, in regard to the mooring, unmooring or moving of any vessel in the port. A vessel shall not be required to be moved from her berth without the previous orders in writing of the Deputy Conservator.

In case it becomes necessary, the Deputy Conservator shall take such action as may be necessary to enforce his orders and any expenses incurred in taking such action shall, without prejudice to any penalty to which the master or owner in default may be liable, be payable by such master or owner.

Masters of vessels shall ascertain from the Deputy Conservator the maximum drafts to which their vessels may load.

**20. Mooring improperly.**—Masters or owners of vessels in the port shall not permit the ropes or hawsers of their vessels to be made fast to any place or places in the port other than the bollards, mooring posts or other appliances specially provided for the purpose.

**21. Vessels to be in charge of competent persons.**—When a vessel remains in the port, the master or any other responsible officer and sufficient number of crew shall always be on board.

**22. Watchmen to be kept on deck.**—A vessel in the port shall maintain a Quarter Master or a watchman always on duty on the deck, who shall be in charge of the vessel's shore gangway and attend to the mooring ropes and lines of the vessel. He shall also be responsible for their adjustment and in case of default, the master or the owner of the vessel shall be liable for any damage as a result of such default.

**23. Vessel's propeller not to be worked.**—While a vessel is berthed or moored in the port, any propeller shall not be moved by power without the previous written permission of the Deputy Conservator and subject to such conditions as he may direct. Notwithstanding such permission, masters and owners shall be responsible for any damage that may result from the moving of any propeller by power or hand.

**24. Anchor or other gear dropped in port etc. to be recovered.**—Masters shall be responsible for the immediate buoying of any anchor or other gear that may be dropped over-board from their vessels in the port and shall take all steps necessary for the removal from the water of any such anchor or gear.

**25. Vessels to be properly ballasted.**—Vessels in the port shall be kept so loaded or ballasted that in the event of fire or other emergency, they may be removed from their berths without danger.

**26. Repairs to vessels.**—Masters intending to carry out repairs are required to bear in mind the following conditions, namely:—

- (i) Vessels shall not be immobilised without first obtaining permission from the Deputy Conservator.
- (ii) Vessels are likely to be moved from the berths when the berths are required for working cargo by other vessels.
- (iii) The Deputy Conservator may, if considered desirable, prohibit chipping or repairs causing excessive noise between 10:00 and 17:00 hours.
- (iv) Repairs involving the use of naked lights, gas cutting and welding apparatus to, or in the vicinity of, fuel oil storage tank or the fuel system, or involving the entry of a person into any fuel storage tank or such vessel wherein petroleum may have been stored, may not be commenced unless a gas free certificate from the appropriate authority has been obtained.

**27. Goods etc. not to be allowed to fall into port.**—No cargo, goods or any other substance shall be allowed to fall from any vessel, quay or pier into the port channel or in the port.

**28. Notice to be given of cargo, goods etc. falling into water.**—Any person or the master or owner of any vessel or the stevedore engaged in loading or unloading any vessel who allows any cargo, goods or substance to fall from any

vessel, pier, or quay into the water shall forthwith give notice of the occurrence and furnish all particulars connected therewith to the Traffic Manager and the Deputy Conservator and shall take immediate steps to remove the said cargo, goods or substance from the water.

**29. Recovery of goods rubbish etc. falling into water.**—If any person, master or owner of a vessel or stevedore required under rule 28 to remove any cargo, goods or other substance from the water, fails to remove within such time as has been specified in a notice from the Deputy Conservator calling upon him to do so, the Deputy Conservator may remove such cargo, goods or substance and any expenses incurred in such removal shall be recovered from the person, master, owner or stevedore, without prejudice to any other penalty to which the person, owner or stevedore may be liable.

**30. Ashes, rubbish, etc., not to be deposited on quays etc. without permission.**—No person shall, without authority from the Traffic Manager, deposit, upon any quay or pier, in the shed or any part of the port, and ashes, ballast, baskets, bottles, cinders, dirt, dung, refuse, rubbish, shavings, stores or other similar loose materials or substances.

**31. Prevention of materials falling into port, disposal of ashes etc.**—Masters or owners of vessels or stevedores loading or unloading, ashes, ballast, bricks, cinders, coal, dustlime, rubbish, shingles, stones, tiles or any other loose matter, shall use, for such loading or unloading, a canvass cloth or wooden chute, to the satisfaction of the Deputy Conservator. Ashes, cinders, dust and rubbish shall be landed on the quay in such places as may be directed by the Traffic Manager and the Master, owner or the stevedores, as the case may be, may remove them from such place.

**32. Oily bilge water etc. not to be pumped into port.**—No ballast water containing oil liable to foul or capable of fouling the water shall be discharged from any vessel into the port. If any oil is found floating around the ship, it shall be the responsibility of the master to prove that it is not from his ship.

**33. Cleaning of vessels.**—No person shall be employed in cleaning or painting a vessel or in working in the bilges, boilers or double bottom of a vessel in the port except during such time as may be fixed by the Conservator in this behalf.

**34. Projections from Deck of a Vessel.**—Projections from the deck of any vessel which interfere with the loading or unloading of any other vessel in the port shall forthwith be removed on a requisition by the Traffic Manager.

**35. Fenders.**—Fenders provided by the port at the quay, jetty berths shall not be lifted or removed by the masters or their stevedores.

**36. Sound Signals.**—The use of sound signals for attracting attention is prohibited on board the vessels while within the limits of the port, except for the purposes specified in regulations 15, 28 and 31 of the International Regulations for preventing collisions at sea, and in case of emergency when assistance from the shore is urgently required in the interests of the safety of the vessel or when the pilot in charge thinks fit to do so.

**37. Sinking of boats, etc.**—The master or owner of any vessel in the harbour, along side of which any cargo, masula or other boat is sunk whilst taking in cargo or passenger or discharging cargo or passenger, shall forthwith report the fact of such sinking and the place where it occurred to the Deputy Conservator.

**38. Dangerous animals and fire-arms.**—Dangerous animals and loaded guns or fire-arms shall not be kept or allowed on board any vessel in the port.

**39. Vessels with dangerous cargoes, etc.**—The Deputy Conservator may order immediate removal from port of all vessels having on board animals manures or other offensive or dangerous cargoes or persons suffering from infectious diseases.

**40. Masters etc. of vessels responsible for damages.**—Masters and owners of vessels shall be responsible for any loss or damage caused to any of the installations or property of the port due to the negligence of their servants and the Deputy Conservator shall have the right to detain their vessels until the value of the loss or damage is paid or security for such payment is given.

41. **Vessels etc. in port at the risk of Master etc.**—All vessels in the port lie at the risk of their Master or owners who shall be held responsible for any loss or damage that may arise in consequence of their faulty navigation or by reason of their breaking adrift from their anchors or moorings.

42. **Masters etc. responsibility for acts of Crew etc.**—Masters and owners of vessels shall be held liable and responsible for the acts of the crew and any person employed by them either outside, or on board, their vessels.

43. **Port authorities accept no liability for delay, etc.**—The Port authorities shall not be liable for any delay in respect of a vessel entering, remaining in, or going out of, the port or for delay in the loading or un-loading of goods owing to circumstances beyond their control.

44. **Notice regarding outbreak of fire on vessels to be given by Masters etc.**—  
(1) Any person noticing a fire in a ship shall immediately:—

(a) inform an officer of the ship who shall be responsible for raising the alarm required under sub-rule (2).

(b) if the ship is alongside a quay, treat the fire as on shore and raise the alarm required under sub-rule (2) and also inform an officer of the ship who shall also raise the alarm required under sub-rule (2).

(2) The following methods shall be used for raising an alarm:

1. *Afloat by day.*—Hoist International Flag 'D Q', sound continuous blasts on ship's whistle or siren until the arrival of the Fire float.

*Afloat by night.*—Sound whistle or siren as above; hoist TWO RED LIGHTS one above the other 6 (six) feet apart. When ships are alongside the alarm is to be raised by telephone in addition to the above procedure.

3. *Ashore by day or night.*—Run to the nearest telephone, and ring up Port Exchange and on being connected, state clearly:

FIRE IN SHIP AT— — — — —

FIRE ASHORE AT— — — — —

NOTE.—The Port PBX Operator should take care that the connection to Port Fire Office is given WITHOUT ANY DELAY WHATSOEVER.

45. **Prohibition of underwater salvaging or repairs.**—No person shall salvage any anchors, cables, stores, or for cargoes lost or supposed to be lost therein; or undertake underwater repairs to vessels without the prior permission of the Deputy Conservator or an officer authorised by him.

#### IV. Rules in respect of quays and sheds for the loading and unloading of vessels, and for the delivery and shipment of goods

46. **Work in port under the Traffic Manager.**—The loading and unloading of vessels in the port shall be subject to the control of the Traffic Manager who may at his discretion, prohibit the discharge of such goods in the port which in his opinion are likely to obstruct traffic or cause congestion or hinder the convenient use of the port. The Traffic Manager may also, at his discretion, remove to any other place goods the storage of which on the port premises either upon their landing in the port or thereafter, is likely to obstruct traffic or cause congestion. The apportionment of quay space to be occupied by each vessel shall similarly be determined by the Traffic Manager.

47. **Use of cranes.**—The allotment of quay cranes for discharging import cargo or for loading export cargo shall be at the discretion of the Traffic Manager.

48. **Vessels lying idle.**—The Traffic Manager may, at his discretion, move from her berth, or order out of the port, any vessel which in his opinion has remained idle in the port.

49. **Vessels working slowly.**—A vessel discharging import cargo or loading export cargo in the port may be required to give up her berth if the rate of discharge or loading is below the average for similar vessels and for similar cargoes.

**50. Vessels to be moored before working cargo.**—Goods shall not be loaded into or unloaded from, a vessel in the port until the vessel has been moored at her allotted berth.

**51. Production of manifest before breaking bulk or before commencement of loading.**—(i) The Master, owner or agent of a vessel carrying cargo for discharge at the port shall furnish the Traffic Manager, with a true copy of the complete Import General Manifest not less than six clear working days before being permitted to break bulk. The manifest shall show full details of each consignment manifested including lirage in the case of liquids in bulk and gross weight in kilos in other cases. Non-submission of such manifest within the stipulated time may result in the vessel concerned not being permitted to break bulk. Where the consignment consists of packages of different weights, the gross weight in the metric system of each package shall be furnished in addition.

In the case of iron and steel consignments hatch lists indicating (a) description, (b) quantity and (c) weight in metric system in each hatch, shall also be submitted before permitted to break bulk.

(ii) If cargo meant for any other port or meant for transshipment is allowed to be discharged, a supplementary manifest giving full details of gross weights, in metric system shall be filed before being permitted to discharge such cargo, if details of such consignments are not already included in the original Import General Manifest filed for the vessel.

(iii) Every export application submitted for shipment of goods and every customs export shipping bill presented at the office of the Traffic Manager for assessment of dues, shall show full details of the consignments covered by the documents including the description of the cargo, quantity of cargo and the gross weight, of each consignment in metric system, including lirage in the case of liquids in bulk. Where the consignment consists of packages of different weights, the gross weight in the metric system of each package shall be furnished in addition.

(iv) The agents of a merchant vessel departing from the port, whether loaded or in ballast shall before three days of her departure, furnish the Traffic Manager, with a copy of her Export Manifest.

**52. Documents to be produced by shippers and consignees.**—All applications for permission to export or to import goods shall be made in such forms approved by the Traffic Manager and such forms shall in all cases be correctly filled in and signed by the shipper or consignee of the goods or by his agent. Except when required by the person authorized by the Traffic Manager to call for and inspect them, all necessary documents shall be produced by shippers or consignees or their agents at the time of the shipping or landing of goods. When cargo is shipped by a vessel other than that entered on the application for permission to ship it, a fresh application shall be submitted to the Traffic Manager.

**53. Opening of packages.**—No package shall be opened inside the harbour by the importer, exporter or owner, for appraisement, examination or survey, without the permission of the Traffic Manager.

**54. Removal of iron, steel, machinery packages, long and unwieldy heavy lifts from the port.**—Consignments of iron, steel, machinery packages, long and unwieldy heavy lifts landed in the port may be removed by the Traffic Manager at his discretion to any other place at the cost of the consignees, owners or importers and without any previous notice to them if he considers it necessary so to do for the safe and convenient working of the port.

**55. Timber discharging.**—Timber shall not be discharged from a vessel overside into the water without the approval of the Traffic Manager, and if so discharged shall be removed out of the port on the next high tide after such discharge.

**56. Discharge and shipment of coal or any other dirty cargo.**—(1) The discharge and shipment of coal or other dirty cargo in bulk or otherwise from and into ships in the port, may be effected only with the written permission of the Traffic Manager who may refuse such permission in cases where he considers any loss or damage to property is likely to arise from coal or similar dust, caused by such discharge or shipment.

(2) Permission accorded to discharge or to ship coal or other dirty cargo, in bulk or otherwise, on and from shore, shall be subject to the importer or shipper or their accredited agents agreeing to reimburse the entire cost of clearing the wharf of the residue.

**57. Works of art, bullion, etc.**—The port will not accept any responsibility in respect of any package containing a work of art or an article of vertu of which the value including that of the package exceeds Rs. 500/- or containing specie, bullion, gold or silver articles, jewellery, precious stones or coral, unless six hours at least before the package is landed or brought into the harbour for shipment, written notice is given to the Traffic Manager by the owner or consignee and the package is specially delivered to the Traffic Manager and a receipt therefor obtained. Should any package containing any of the articles referred to above be brought to any wharf or pier without the said written notice being given to the Traffic Manager, the package, if for export, shall be shipped, or if imported, shall be removed to the Custom House or to the port sheds at the sole risk of the owner and shall remain at his risk until cleared.

**58. Loading and unloading of cargoes likely to foul port wharves.**—(1) Molasses and other goods of a nature likely to foul the port wharves or transit sheds or to cause damage to other goods may be discharged from a vessel in the port only with the permission of the Traffic Manager and subject to the owner or consignee of the goods undertaking to pay to the port authorities the expenses if any, incurred by them for clearing the wharf or transit shed.

(2) The decanting on the port wharves from drums or other receptacles, of vegetable, fish or other oils preparatory to their shipment in bulk shall not be permitted. Where shipment in bulk of oils, are to be effected, the oils shall be transported to the port in tank wagons, or tank lorries and pumped directly therefrom into the vessel's tanks, or where the oil has been transported in tank barges, directly from barges into the vessel's tanks.

**59. Removal of rotten goods from the wharves.**—If any vessel discharges in the port any goods or substance in such a rotten, putrid, damaged or other condition as to be in the opinion of the Health Officer of the port, injurious or dangerous to health or if any goods or substance discharged from any vessel and lying in the port decay into such a rotten, putrid or other condition as to be injurious or dangerous to health in the opinion of the said Health Officer, the Traffic Manager may require the owner thereof, or, if the owner disclaims, denies or disputes the consignment or declines all responsibility, or if there be no owner, the master, owner or agent of the vessel from which the goods or substance had been discharged, to forthwith cause the said goods or substance to be removed out of the port, and if such owner or master, owner or agent, as the case may be, shall, on being so required, refuse or neglect, to remove such goods or substance within eighteen hours of the receipt of notice removal may be effected in such manner as the Traffic Manager may think fit and he may, if he thinks necessary, cause the said goods or substance to be destroyed. The owner or the master, owner, or agent, as the case may be, shall, within forty-eight hours after demand in writing, pay to the port authorities all the costs of expenses attending or occasioned by such removal and destruction and of such cleaning, purifying or disinfecting the place discharge or storage.

**60. Handling of cargoes likely to contaminate food stuff.**—Items of cargo, such as chemical manures, insecticides, poisonous substances which are likely to contaminate food stuffs, shall not be discharged at any berth for storage, pending delivery, unless the discharge of such cargo has been specifically permitted in writing by the Traffic Manager. In all cases, where such permission has not been given, the vessel shall either discharge such cargo direct on to the quay provided adequate arrangements have been made by the steamer agents with the consignees to the satisfaction of the Traffic Manager, for the clearance of such cargo direct from the landing point, rail or road transport, or land such cargo overside into barges hired by the steamer agents, to be taken up to the points fixed by the Traffic Manager for storage.

**61. Transfer of vessels from their berths.**—The Traffic Manager may either himself, or through the Deputy Conservator, direct any vessel, to move from one berth in the port to any other berth, provided that such other berth is vacant. A notice of 12 hours shall be given before a vessel is required to be shifted under this rule. The port shall not be responsible for any delay which may be caused to a vessel in effecting a transfer under this rule.

**62. Issue of licences to stevedores.**—(1) The Deputy Conservator shall, from year to year, issue licences to certain approved firms and individuals granting them permission to perform the work of stevedoring vessels in the port and no stevedore shall be allowed to work on board any vessel in the port unless he is in possession of such licence.

(2) The Deputy Conservator may at any time cancel any licence issued under this rule or may suspend the same for such period as may be specified for breach of any of the terms of the licence or for breach of any of the provisions of rule 63 or 64. The licence may likewise be cancelled or suspended if, after the grant thereof, it is discovered that the application for the licence contained any misrepresentations or mis-statements of material facts or if the licensee has been adjudged insolvent or has gone into liquidation, as the case may be, or if the licensee or his workmen cause any damage to port property or to any vessel or equipment thereof or if the licensee or his workmen cause any obstruction to any work in the port:

Provided that no such licence shall be cancelled or suspended until the holder of the licence has been given a reasonable opportunity for showing cause why his licence should not be cancelled or suspended as the case may be.

Provided further that no such opportunity for showing cause shall be necessary when the licence is suspended pending an inquiry against the holder of the licence for contravention of any of the terms thereof or for contravention of any of these rules or for doing anything for which the licence is liable under this rule to be cancelled or suspended.

**63. Conditions for issue of licence to stevedores.**—(1) Every stevedore shall be responsible for the due observance and performance by all staff and labour employed by him, during the loading or unloading of a vessel or work incidental thereto, of all the relevant laws, rules and regulations for the time being in force.

(2) Every stevedore shall ensure that all loading and unloading operations shall conform in all respects to the requirements prescribed by or under the Indian Dock Labour Act, 1934 are carried out with his own gear and he shall be solely responsible for any accident or damage resulting from the use of any defective gear.

(3) Every stevedore shall employ at least one experienced foreman and a tindal to superintend the loading or unloading of cargo or bunkering of coal, or fuel at each hatchway at which loading, unloading or bunkering is being carried on. The tindal shall supervise the slinging or unslinging of goods in the hold and wherever a vessel is loading cargo in the between-decks alone, he shall see that the between deck hatches that are provided with cross beams and fore and aft beams have all such beams fixed in their proper places, and that the hatch covers are properly put on and effectively secured to prevent their displacement before commencing work; the foreman shall remain on deck and see that the crane chain is not taken out of the square of the hatchway, and that the hook does not catch coamings or foul any of the ships gear or damage any structure or erection ashore. The foreman shall give correct signals to the crane driver and shall superintend the taking off and putting on the beams and hatch covers and shall see that persons keep out of danger on deck and do not stand under any hoist. The foreman shall, when work is stopped for the day or night, search and satisfy himself that no one is remaining in the hold. The stevedore shall be solely responsible to the owners of the ship and to the port authorities in the event of any injury or damage being caused to any person or property in the course of the loading, unloading, or bunkering operations.

**64. Discharge of a Vessel's Cargo to be under the superintendence of Master, etc. or stevedor—their liabilities.**—Cargo shall not be discharged from any vessel in the port except under the directions and superintendence on board such vessel of the master or owner of the vessel or of a stevedore licensed by the Conservator to perform such work in the port. Such master, owner, or stevedore shall be personally liable in respect of any loss or damage arising from the careless or improper slinging of goods on board such vessel and shall in every instance observe the following precautions, namely:—

- (i) That the sling is laid out flat without turns or kinks before any goods are loaded therein;
- (ii) that after each sling has been made up and with the first strain on heaving up, the running loop is well beaten home with a wooden bar in order that the grip may be made secure.

**65. Masters etc. and stevedores working Cargoes to provide proper lights on board.**—Masters and owners of vessels in the port and the stevedores working the cargoes of such vessels shall be jointly and severally responsible for the proper provision of lights in all those parts of vessels, where work is being carried on

either with the use of the port's cranes, quays, piers or other property or otherwise. In default, they shall jointly and severally be liable in respect of any loss or damage to life, limb or property resulting therefrom.

**66. Making up of slings—cranes not to be used under vessel's coamings.**—Slings of import goods shall be made up directly under the open hatch-way of any vessel unloading in the port and under no circumstances the Port's cranes shall be employed for the purpose of breaking out or removing goods from under the coamings.

**67. Use of vessel winches.**—Masters and owners of vessels employing their own cranes or winches for the loading or unloading of goods shall be responsible for any loss or damage to goods arising from any cause whatsoever.

Note.—(1) Cranes may be fixed in positions as directed by the Stevedores.

(2) Ships' Officers shall see that the port cranes work quite clear of ships' gear.

**68. Heavy lifts.**—The Traffic Manager may prohibit the landing from any vessel of any single article or package of over 10 tonnes in weight, except by the cranes of the ports provided for, the purpose, if he is of opinion that it is necessary or advisable to do so.

**69. Discharge of heavy lifts.**—Single articles and packages of over 10 tonnes in weight shall not be discharged unless so permitted by the Traffic Manager under the terms and conditions laid down by him in this behalf. The port authorities shall not be liable or responsible in respect of any loss or damage occurring to such articles or packages.

**70. Marking and packing of heavy packages.**—Single articles and packages of one metric ton and over in weight (hereinafter referred to in this rule as heavy package), shall not be loaded on board any vessel in the port or alongside the quay walls unless the gross weight of each such article or package has been plainly and durably marked upon it and packed by the consignors or their agents in the manner set out below:—

- (1) *Manner of marking of heavy packages.*—(a) the gross weight on a heavy package shall be marked thereon in English and the regional language if possible with a kind of paint which is not easily effaceable.
- (b) where a heavy package is of a light colour, black paint, and where the package is of a dark colour, white or yellow paint shall be used for such markings.
- (2) *Gross weight to be marked in metric tons/kilogrammes.*—Subject to the provisions of clause 6, the gross weight of a heavy package shall be marked thereon in metric tons/kilogrammes.
- (3) *Place of marking.*—The gross weight shall be marked on two sides of the heavy package so that in whatever position the package is placed, the marking is easily visible.
- (4) *Size of letters or figures.*—Every letter or figures used to mark the gross weight of a heavy package shall be at least seven and half Cms. (three inches) in length and half Cms. (one quarter of an inch) in breadth.
- (5) *Manner of Packing.*—(a) The goods in heavy package shall be securely packed in a strong covering in such manner that there is no movement of the goods inside the package resulting in any disintegration of the goods or the covering.
- (b) The covering shall be of such material and nature as can stand the strain of the packages being handled during the course of loading or unloading so that the risk of any injury to persons who handle the package is minimised.
- (6) *Marking of Approximate Weight in certain circumstances.*—Where, at the place the heavy package is consigned there are no means available for determining the correct weight of the package, the anticipated minimum and maximum weight of the package, in metric tons/kilogrammes shall be marked thereon in the manner hereinbefore specified.

Provided that such anticipated maximum weight shall be so assessed that it does not fall below the actual weight of the package.

Consignors and their agents, agents of vessels and stevedores shall be held responsible for any breach of the provisions of this rule.

**71. Hazardous Substances—General Restrictions.**—The handling, transport and stowage within the port limits of all substances, classified as hazardous (as defined in the recommendations of the United Nation's Committee of experts on transport of dangerous goods, which met at Geneva in August 1954) or merit classification as such by virtue of their characteristic properties shall be subject to such restrictions and conditions, as the Deputy Port Conservator may, from time to time, impose.

**72. Use of the Gear and other Articles provided by the Port.**—All cargo handling gear and other articles provided by the port shall, when no longer required, be returned to the stores depot of the port and shall not be left lying in the quays or roads. Masters and owners of vessels and stevedores shall be charged hiring fees on all such articles from the date of requisition till its return to the stores depot. All articles not provided by the port shall be removed from the quays or roads within two hours after the job for which they are brought is finished, in default, removal shall be effected by the Traffic Manager and the master or owner of the vessel or stevedore or any other person to whom such gear belongs shall be liable for all the expenses incurred in such removal.

**73. Arms.**—The master, owner or agent of every vessel entering the port and having on board as import cargo for discharge, packages containing arms and ammunitions, shall as soon as possible after arrival in the port furnish to the Traffic Manager a complete list of all such packages. After discharge, such packages shall be handed over by the master into the direct charge of the shed foreman, who shall grant a receipt therefor in the specified form and shall immediately lock up the packages in the transit shed. The external condition of all packages containing arms and ammunition shall be carefully examined before a receipt is given therefor and any matter which calls for special mention shall be entered in the remark column thereof. Packages containing arms and ammunition shall under no circumstances be discharged from a vessel at night. The port authorities shall not in any way be responsible or liable for any packages containing arms and ammunitions discharged from a vessel otherwise than in strict conformity with this rule.

The Port may exempt, any vessel or line of vessels, from the provision of this rule for such period as the Conservator may think fit.

**74. Ammunition and Explosives.**—The master of any vessel arriving in the port with ammunition or explosives, other than fireworks, etc., forming part of the ship's equipment of distress signals, or over 45 Kgs. (100 lb.) in weight of gunpowder, on board as cargo, shall display a red flag B of the International code at the fore during day-time; and between sunset and sunrise shall exhibit a red light, at the fore for so long as the ammunition, explosives or gunpowder are on board within the limit of the port.

**75. Landing of Explosives or other dangerous Cargo.**—(i) No package containing gunpowder or other explosive or any dangerous cargo shall be landed within the limits of the port without the previous permission of the Collector of Customs and the Deputy Conservator, and in the landing or shipment thereof, all rules or directions made or given by the port authorities from time to time to ensure safety shall be rigidly adhered to and observed.

(ii) Every vessel while loading, discharging or handling explosives or cased dangerous petroleum shall bank all fires and store them up only when explosives or cased dangerous petroleum are not being loaded, discharged or handled and only when hatches containing explosives or cased dangerous petroleum are completely closed. All ventilators to the stokehold shall be carefully attended and properly trimmed and wind-sails shall be rigged to the stokehold to prevent any pocket of gas accumulating in vessels which have any cased dangerous petroleum on board.

#### *V. Discharge and shipment of fuel oil and non-dangerous petroleum*

**76. Discharge of Fuel Oil in Bulk.**—Vessels carrying petroleum in bulk shall observe the provisions of the Petroleum Rules 1937 and all other rules or directions made or given by the Traffic Manager, from time to time, to ensure safety.

**77. Bunkering Petroleum Fuel Oil.**—Bunkering of vessels with petroleum fuel oil in the port barges and tank vehicles shall be permitted subject to the following conditions, namely:—

- (a) During all such time as any vessel is receiving fuel oil into her bunkers, the master or first mate of such vessel is present on board and he shall see that the provision of these rules are complied with and that all reasonable precautions for safety are observed.
- (b) a ship's officer shall be on watch and an attendant of the oil company supplying the bunkers shall be stationed alongside the flexible connecting pipe while bunkering is in progress.
- (c) no smoking, cooking, naked lights, or forges shall be allowed on the vessel's decks while bunkering is in progress.
- (d) a suitable gutter or other contrivance shall be placed under the connecting service pipe to prevent any oil from dripping on the wharf or into the port basin.
- (e) masters and owners of vessels receiving fuel oil and suppliers of fuel oil for bunkering shall jointly and severally be held liable for any damage caused to any property belonging to the port or cargo in charge of the Traffic Manager by any defect in, or failure of the apparatuses or appliances of the vessels or the suppliers.
- (f) No cargo other than steel plates, iron rails, and similar goods unaffected by oil, shall be allowed on the wharf within fifty feet of the oil stand pipes, and shed doors immediately behind them shall be kept closed while bunkering is in progress.
- (g) Before bunkering commences, the attendant shall see that the telephone connection to the oil company's depot is in working order.

#### VI. Rules with respect to fire and lights

**78. Smoking, etc.**—Smoking and the use of any unprotected fire or light in any shed or warehouse within the port is strictly prohibited and no person shall smoke or ignite lucifer matches or other inflammable article on any pier or quay or on board any vessel within the port, except in such places as may be allotted for the purpose.

**79. Fires and lights.**—(a) No vessel shall be fumigated except at a place appointed by the Deputy Conservator for the purpose.

(b) Pitch or dammer shall not be heated on board vessels within the port; but in a bost alongside or astern; nor shall spirits be drawn off on board such vessels by candle or other unprotected artificial lights.

(c) Vessels, while loading cotton, shall not have any unprotected lights in the hold.

(d) When gunpowder, ammunition or other explosives exceeding 45 Kgs. (100 lb.) in weight are being shipped on or discharge from, any vessel within the limits of the port, no fires, lights or smoking shall be permitted on board, except as provided in the Explosives Rules, 1940.

**80. Accessibility of vessels to port and police officials.**—Vessels in port shall allow free access to the port and police officials for inspection purposes in regard to fires and lights whenever demanded and no person shall disobey the orders of any police officer or watchman for extinguishing any fire or light used in contravention of these rules.

#### VII. Miscellaneous

**81. Quays etc. and port area to be under the Authority of the Traffic Manager.**—(1) The quays, sheds, gates and other areas within the limits of the port shall be under the charge of the Traffic Manager, who shall direct and manage all operations connected with the landing and shipping of goods, and their storage either in the sheds or in the open; he shall have proper custody of all goods lying in the port and take such steps as may be necessary for the proper maintenance of order within the port.

(2) No person shall enter any port area without a permit or token issued to him by or under the authority of the Traffic Manager; such permit or token shall on demand by a police officer or any port officer, duly empowered in that behalf

be produced for inspection. No person shall allow any other person to use any permit or token issued to him as aforesaid. Any permit or token issued to any person and allowed by him to be used by another shall be liable to be confiscated and cancelled.

**82. Regulation of working hours of the various sections of the port.**—The hours during which work may be carried on in each of the several sections into which, for traffic working purposes, the port premises are divided, shall be notified by the Traffic Manager, from time to time, by means of notices posted in the sections concerned, and no work shall be done, within the port premises outside the working hours so notified, except with the permission in writing of the Traffic Manager.

**83. Night and holiday work.**—Applications for work at night or on Sundays or holidays shall be made to the Traffic Manager, who on production of the necessary permission from the Customs Department shall make necessary arrangements for the proper conduct thereof. Work on such days and at night shall be subject to the payment of special charges specified for the purpose.

*Explanation.*—Holidays for the purpose of this rule shall be these notified by the Deputy Conservator from time to time.

**84. Entry into the Port.**—The entrance gates and wicket gates of the port shall be kept open during the hours specified therefor by the port authorities and ingress and egress by these gates at any other time shall be only to persons holding special passes issued for this purpose by the Traffic Manager.

**85. Sites set apart for dock labourers and boatmen to obtain food.**—Certain sites shall, from time to time, be set apart as occasion may require, by order of the Traffic Manager at his discretion to enable boatmen or Dock Labourers to obtain their food and all persons bringing such food shall be restricted to these sites and the pathways leading thereto, and therefrom, which shall be indicated by notice-boards.

**86. Licensed carpenters to be allowed in the sheds for opening and repairing cases.**—The Traffic Manager shall grant licences to persons qualified to work as carpenters in the port for opening and repairing cases at the instance of the owners thereof, and no person other than those licensed as such shall be allowed to carry into the port any tools or other instruments used for such purposes.

**87. Issue of licences to hawkers.**—No person shall hawk or sell goods within the port or on board any vessel within the port without a licence from the Traffic Manager. For this purpose, the Traffic Manager may issue licences to persons which shall be renewable yearly; Provided that such persons shall obtain the prior approval in writing of the Collector of Customs and that such licence shall not entitle the holder to go on board any vessel in the port without the permission of the master, owner or agent of such vessel.

**88. Removal of trucks and hand-barrows out of port.**—Trucks and hand-barrows loaded with goods and not taken out of the port immediately shall be liable to removal by the Traffic Manager at the risk and expense of the owner of the goods. Trucks and hand-barrows belonging to merchants and others and left lying at the port shall be liable to removal and confiscation by the Traffic Manager.

**89. Destruction of or damage to any of the port property.**—Any person who cuts, defaces, or damages any mooring, rope, chain, life-buoy, life line or life saving appliance or any buoy, buoy-rope or cable belonging to any anchor within the port channel or entrance or in the port shall, without prejudice to any penalty to which he may be liable under any other law, be liable to pay the amount of the damage, repair and recovery.

**90. Obstruction etc. to officers.**—No person shall molest, assault, resist, hinder, obstruct, impede, or interrupt, or offer or attempt to molest, assault, hinder, obstruct, impede or interrupt any employee of the port in the performance of his functions or disobey his lawful orders, or use abusive or offensive language or aid or incite others to do any of these things.

**91. Plying of vehicles.**—Motor lorries or other vehicles for the conveyance of goods shall not be driven along or upon any of the roads, wharves or quays within the port or be admitted into or allowed in the port without a licence issued in this behalf by the Traffic Manager and except in accordance with the following conditions, namely:—

(i) Such vehicles shall conform, in all respects, to the provisions of the Motor Vehicles Act, 1939, and the rules made thereunder,

(ii) Such vehicles shall not be left unattended.

- (iii) Such vehicles shall ordinarily ply on the recognised roads in the port; but may however be permitted on the wharves, in transit sheds and upon open storage spaces for the purpose of loading or unloading subject to control by the port and police officers.
- (iv) Such motor lorries or vehicles, when entering or leaving the port, shall stop at the port gates until permission to pass has been obtained from the port authorities and/or customs officers on duty at the gate and the driver thereof shall on demand produce for inspection the licence permitting the lorry or vehicle to enter the port.
- (v) No such vehicles shall be allowed to remain within the port longer than shall, in the opinion of the Traffic Manager, be necessary for the purpose of loading or unloading goods. Loitering and plying for hire is prohibited.
- (vi) No such vehicles shall fill their tanks with petrol or other fuel within the port without a special permit from the Traffic Manager.
- (vii) The licence granted to any vehicle under this rule may be revoked by the Traffic Manager at any time without assigning any reasons and no refund shall be made of any proportionate fees in respect of the unexpired portion of the period of the licence, if any.

**92. Offer of fees or gratuity.**—No fee, gratuity or reward shall be offered to any officer or servant of the port, who is forbidden on pain of disciplinary action to receive any such fee, gratuity or reward.

**93. Signals.**—All necessary signals may be made by vessels by using the International Code of signals and they shall be acknowledged by the answering pendant being hoisted at the signal station mast-head. Communications by the Morse and Semaphore codes may be made to the Port Signal Station, using flag 'Z' during the day and flashing 'Z' at short intervals at night to call up station.

**94. Bad weather arrangements.**—During the prevalence of adverse or threatening weather, the Master of every vessel in the port is required to attend to the following directions, namely:—

- (a) he should not be absent from his vessel between sunset and sunrise.
- (b) he should keep his vessel ready in all respects to proceed to sea at short notice. If this is not possible for him, he must communicate the fact at once to the Deputy Conservator.
- (c) on the hosting of the danger signal, he should take all measures for the safety of his vessel, as no further instructions will be furnished by the port authorities.

**95. All vessels arriving in the port shall, during their stay and while departing from the port must comply with the provisions of the Indian Port Health Rules 1955.**

**96. Penalty for contravention of rules.**—If any person contravenes any of the provisions of these rules or any order made thereunder, he shall be punishable for every such offence with fine which may extend to one hundred rupees.

[No. 11-PG(15)/66.]

K. L. GUPTA, Under Secy.

## MINISTRY OF MINES & METALS

*New Delhi, the 9th December 1966*

**G.S.R. 1983.**—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby makes the following rules to amend the Geological Survey of India (Class II Posts) Recruitment Rules, 1965.

1. (1) These rules may be called the Geological Survey of India (Class II posts) Recruitment Amendment Rules, 1966.

(2) They shall come into force on the date of their publication in the Gazette.

2. In the Geological Survey of India (Class II posts Recruitment Rules, 1965).—

(a) in the Short title, for the words, brackets and figures “Geological Survey of India (Class II posts Recruitment Rules, 1965)”, the following words, brackets and figures shall be substituted, namely:—

“the Geological Survey of India (Class II Posts) Recruitment Rules, 1965”;

(b) rule 5 shall be re-numbered as rule 6 and before rule 6 as so re-numbered, the following rule shall be inserted, namely:—

“5. *Liability to serve in Defence Services or on works connected with the defence.*—Any person possessing a degree in engineering or equivalent qualification appointed to a post specified in column 1 of the said Schedule on or after the commencement of the Geological Survey of India (Class II Posts) Recruitment Amendment Rules, 1966, shall, if so required, be liable to serve in any defence service or post connected with the defence of India, for a period of not less than four years including the period spent on training, if any:

Provided that he—

(i) shall not be required to serve as aforesaid after the expiry of ten years from the date of such appointment; and

(ii) shall not ordinarily be required to serve as aforesaid after attaining the age of forty years.”.

[No. F. 21/140/63-MI/MIII.]

New Delhi, the 15th December 1966

**G.S.R. 1984.**—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby makes the following rules to amend the Geological Survey of India (Geologist Junior and Assistant Geologist) Recruitment Rules, 1966:—

1. (1) These rules may be called the Geological Survey of India (Geologist Junior and Assistant Geologist) Recruitment (Amendment) Rules, 1966.

(2) They shall come into force on the date of their publication in the Gazette of India.

2. In the Schedule to the Geological Survey of India (Geologist Junior and Assistant Geologist) Recruitment Rules, 1966—

(i) for the entries under columns 6 and 7, in the entries relating to the post of Geologist (Junior), the following entries shall be substituted, namely:—

“A—*Direct recruitment through Examination.*—Age and qualifications as laid down in the rules for the Geologists Examination conducted by the Union Public Service Commission.

B—*Direct recruitment by ad-hoc selection—*

35 years and below. (Relax-  
able for Government  
servants). *Essential:*

(i) M. Sc. Degree in Geology or Applied Geology from recognised University or equivalent qualification.

(ii) About 3 years' field experience in Geological Mapping and minerals prospecting of economic, strategic and rare minerals.

Qualifications relaxable at Commission's discretion in the case of candidates otherwise well qualified.

*Desirable:*

(i) Training in different aspects of prospecting for minerals and utilization of minerals.

(ii) Knowledge of development and working of mineral industry.”.

(ii) in the entries against serial number 2 relating to the post of Assistant Geologist,

(a) for the entries under columns 6 and 7, the following entries shall be substituted, namely:—

“A—*Direct recruitment through Examination.*—As laid down in the rules for the Geologists’ Examination conducted by the Union Public Service Commission.

B—*Direct recruitment by ad-hoc selection.*—

35 years and below. (Relax- *Essential:*  
able for Government  
servants).

M.Sc. degree in Geology or Applied Geology from a recognised University or equivalent qualification.

Qualifications relaxable at Commission’s discretion in the case of candidates otherwise well qualified”.

(b) for the entries under column 11, the following entries shall be substituted as, namely:—

“*Promotion.*—Senior Technical Assistant (Geology) with three years service in the grade”.

[No. F. 21/89/63-MI/MIIL.]

A. SETHUMADHAVAN, Under Secy.